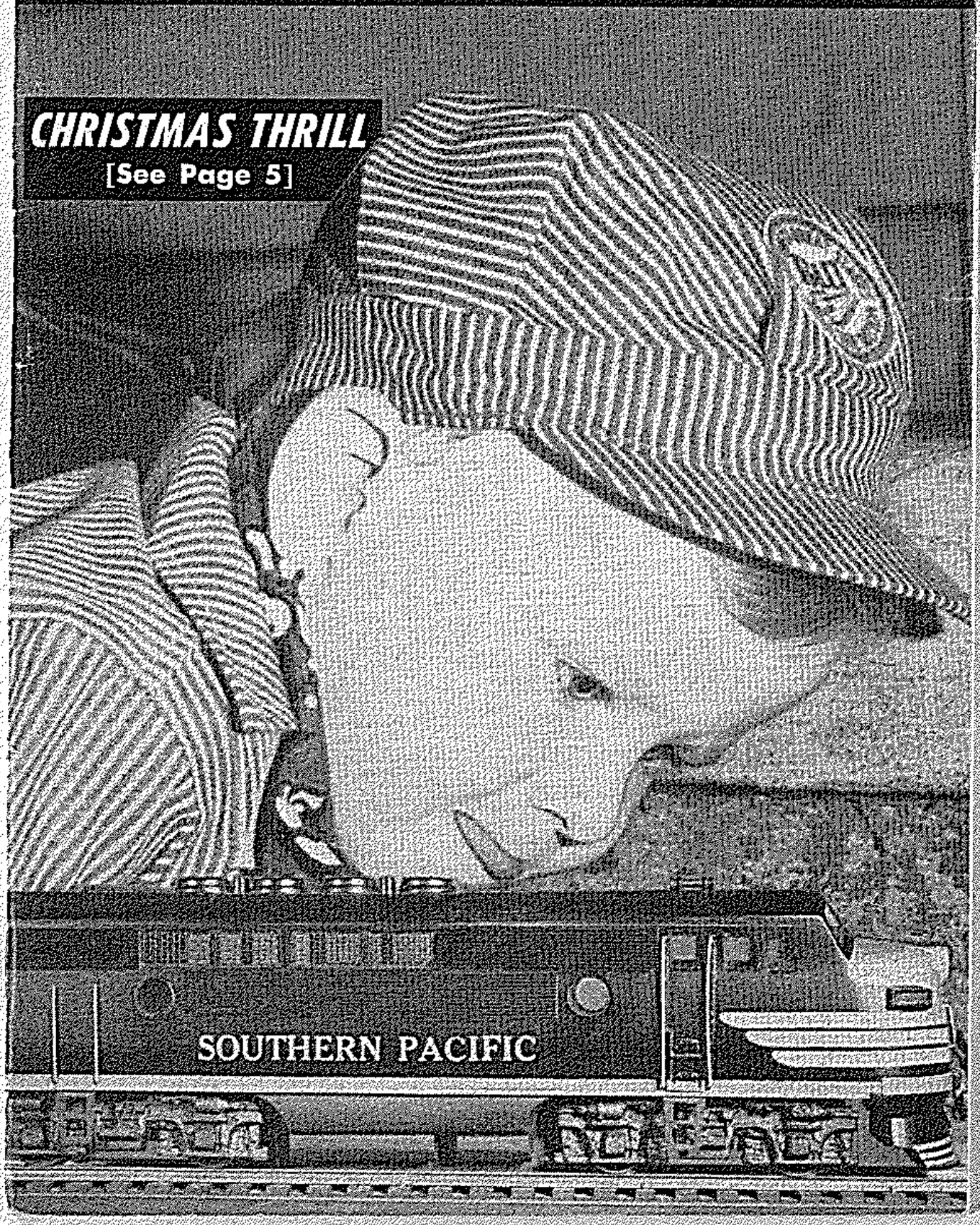
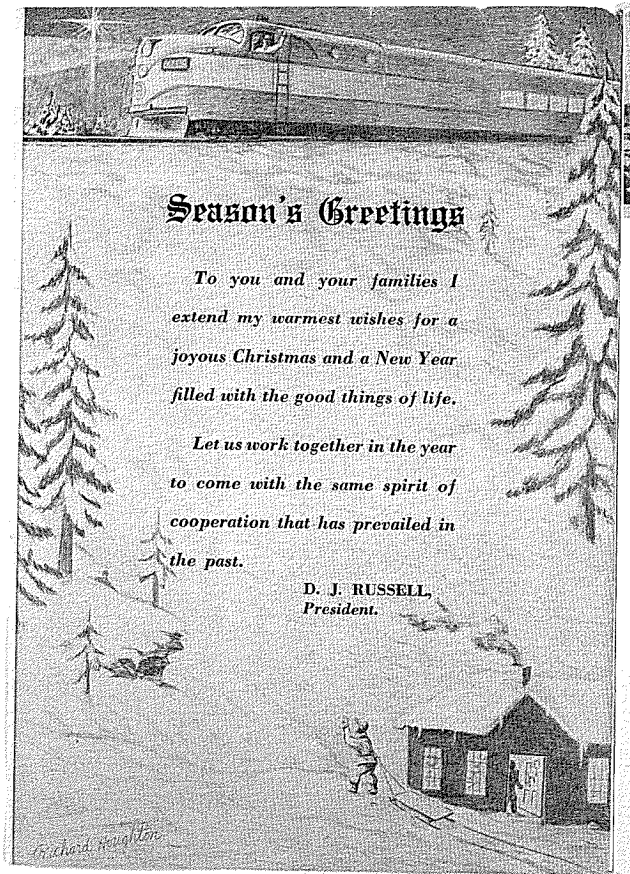
Southern Pacific Bulletin

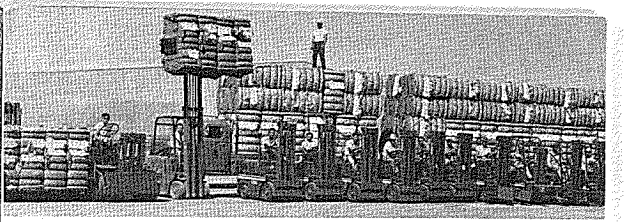
PACIFIC LINES DECEMBER, 1954

CHRISTMAS THRILL

[See Page 5]







BALED COTTON READY TO BE LOADED ON RAILS IN SAN JOAQUIN VALLEY.

SP-PMT Forces Geared For Peak Cotton Move

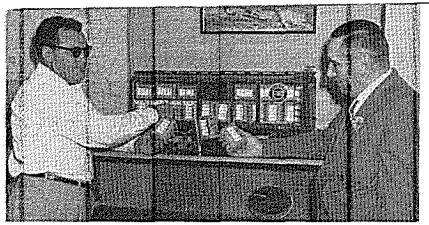
IN Bakersfield these days everyone is talking about cotton. It is the height of the season and San Joaquin Valley is producing a $200 million cotton crop this year. With 822,000 acres under cultivation in California and an average yield of more than 1½ bales of cotton to the acre, this land is among the richest in the world, comparing favorably with the delta sections of the lower Nile and Mississippi Rivers. In 1953, 87% of all cotton grown in California came from the San Joaquin Valley.

Today in the great Central Valley areas, the compresses, the gins, and the cotton oil companies are going full blast, the sounds of their machinery being heard through the valley all night. The mechanical cotton pickers, which remove the cotton from the bush by suction, are filling their screen bins hour after hour. Cotton pickers are in the fields 12 hours daily, dragging their long canvas sacks behind them as they go down the seemingly endless rows of cotton, plucking the white tufts. The red and orange trucks of PMT are constantly shuttling from the fields to the compresses. Smells of boiling cottonseed oil fill the air. Smoke from scores of mills rise in the sky. Cotton brokers in Bakersfield hotels, cotton farmers around breakfast tables, railroad agents and shippers sitting in offices, all are talking about cotton. There is a feeling of excitement, of prosperity, of getting-things-done in the air. It's the cotton season in San Joaquin Valley.

And in Arizona, too, cotton harvesting and ginning is at its peak. Estimates that a 1954-1955 season total of 730,000 running bales will be produced from 403,000 acres. Because of favorable soil, irrigation, climate, long growing season, good farming and harvesting, Arizona produces more pounds of lint cotton per acre than any other state. Last year they produced 899 pounds per acre!

Teamwork

Our SP forces in both states are seeing to it that much of this cotton and its by-products are shipped via our lines. Working hand in glove with our trucking subsidiary, PMT, we enjoyed a nine million dollar revenue, hauling more than 53,000 carloads of cotton throughout the system last year. PMT hauled 588,981 bales of cotton from the Yuma, Phoenix and Picacho areas in Arizona and 848,-



Careful loading of cotton is vital to loss and damage prevention. Here W. E. Eastman (right), supt., San Joaquin Division, and G. H. Mullins, genl. supt., California Cotton Cooperative Assn., use model SP boxcar to illustrate proper loading methods.

675 bales from the San Joaquin Valley last season.

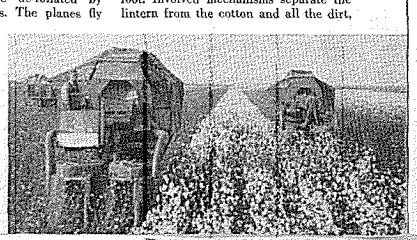
In California it takes the crop about 6 months to mature fully and only one type of cotton is grown in this state. This is Acala 4-42, a long staple type. At the Department of Agriculture's testing farm near Wasco, superior descendants of the original Acala cotton are being developed constantly.

After the cotton is planted and has grown about 18 inches, many cotton farmers in San Joaquin Valley follow a curious but effective procedure. They hire the use of geese to go through their cotton fields. These geese eat the weeds around the cotton but do not touch the cotton itself. Sometimes on the larger farms it is not unusual to see as many as a thousand geese placidly devouring the weeds. However, a goose can be used in this fashion for one season only. For some strange reason if it is allowed in the cotton fields the second year it ignores the weeds and eats the cotton!

When it is time for the cotton to be picked, many farms are "de-foliated" by crop dusting airplanes. The planes fly low over the cotton fields and spray them with a certain chemical that wilts the cotton leaves and turns them dark brown. The chemical does not affect the cotton at all. When the leaves are brown the white cotton stands out sharply etched and the cotton pickers have a much easier time picking it.

There are three basic parts of the cotton that are used: The cotton itself, the gray covering on the cotton seed which is called "lintern," and the seed. The cotton has a hundred uses; lintern is used for mattresses, automobile upholstery, carpets, mops, etc., and the oil from the cotton seeds is used for cooking purposes. After the oil has been pressed from the kernel of the seed, the kernel (which is now in dry cake form) is mixed with the seed hulls and used for high protein cattle feed.

After the cotton is picked, it is taken to the cotton gin where it is cleaned, combed, and pressed into loose flat bales weighing approximately 500 pounds, with a density of 12 pounds per square foot. Involved mechanisms separate the lintern from the cotton and all the dirt, rocks and weeds that have been entangled in the cotton are returned again to the earth to be used as fertilizer. (In the cotton industry nothing is wasted).



Harvesting machines seem to be floating on endless white sea as they gather in cotton. In San Joaquin Valley about 65 per cent of cotton is harvested by mechanical pickers, rest by hand.

After cottonseed is separated from the lint in the ginning process a small percentage of the seed is saved for planting the next crop. The remainder is sold to cottonseed-oil mills where it is crushed, after being delinted. Delinting is the removal of the short fiber or fuzz (lintern) adhering to the seed after ginning.

From the gin, the bales of cotton move to a designated cotton compress for "Compression in Transit" and are identified as "CIT" cotton. Each compress is suitably equipped to store vast quantities of cotton until it is sold and ready to move.

California is now the third largest producer of cotton in the nation and California and Arizona together are second only to Texas. Cotton is also produced in New Mexico.

HOW WE DID IN OCTOBER

WE TOOK IN:	
Total income	$55,372,171
OUR EXPENDITURES OUT OF INCOME WERE:	
Operating Expenses, including $27,351,000 for payrolls	43,440,200
Taxes, including $1,652,000 of railroad retirement and unemployment insurance	4,163,612
Rents for Equipment and Joint Facilities	2,086,216
Fixed and Miscellaneous Payments, principally interest on bonds	1,787,479
Total Expenditures	$51,477,507
WE HAD LEFT:	
Net Income of Southern Pacific Transportation System for improvements, maturing bonds, dividends, etc.	$3,894,664

1953 return on investment 3.6%. In 1953 we invested $109,303,976 for new diesels, cars and other improvements.

ON OUR COVER

THOUSANDS of youngsters across the land will awaken on Christmas morning to the thrill of finding model locomotives and trains under their trees. Their interest in railroading at an early age is illustrated on this month's cover, which shows little Jimmy Primrose, son of J. L. Primrose, clerk at Eugene Yard, examining a model SP diesel with a critical eye. For most of the kids, however, the fascination of trains won't be as inbred as it is with Jimmy. His great-grandfather, A. Clawson, Sr., is a retired engineer, Shasta Div., where his great-uncle, A. Clawson, Jr., is presently an engineer; his grandmother, Bernice Trotter, is a telephone operator on Portland Div., where his grandfather, H. E. Trotter, is a brakeman.

Brotherhood Chairmen Urge Protest of 3c-Mail Switch

THE following message, urging SP men and women to write letters to their representatives in Washington, D.C., protesting the action of the Post Office Department in diverting 3¢-first-class mail from the railroads to the airlines on the West Coast has the endorsement of the general chairmen of the 31 Brotherhoods. For their names see page 9.—Editor's note.

TO SOUTHERN PACIFIC MEN AND WOMEN:

An alarming situation has arisen on the western railroads, resulting from a decision by the Civil Aeronautics Board authorizing the Post Office Department to inaugurate on the West Coast the flying of three-cent first-class mail which heretofore moved on trains.

This so-called "experimental" operation went into effect November 22 between the following points: Seattle, Portland, Bend, Eugene, Medford, Klamath Falls, San Francisco, Oakland, Sacramento, Stockton, Modesto, Merced, Salinas, Fresno, Visalia, Bakersfield, Los Angeles and San Diego.

Its immediate effect will be the removal of Railway Post Office cars on a number of Southern Pacific trains. The Company estimates this will cause a loss in mail revenue amounting to nearly $600,000 a year.

We strongly urge all railroad men and women to write at once to their Congressmen and Senators, protesting the shifting of three-cent mail from railroads to airlines.

The program on the West Coast is an expansion of a similar "experiment" which the Post Office Department has been conducting for the past year between New York and Chicago, and between Washington and Chicago. Later it was extended to include mail between those three cities and certain points in Florida.

All this points to the conclusion that the program will be further expanded. Mail earnings on Southern Pacific amount to almost $16,700,000 per year, the loss of which, of course, would threaten the very structure and existence of passenger train service, with resultant decrease in employment in all departments of the railroad.

Let's act together to keep this mail on the railroads where it always has been and where it rightfully belongs.

GENERAL CHAIRMEN OF THE 31 BROTHERHOODS

WILL IT COME TO THIS?

3c "Airmail" Held Blow To Railroads, Taxpayers

By Donald I. Rogers

Business and Financial Editor, *New York Herald Tribune*
(Reprinted by permission of "New York Herald Tribune")

BECAUSE of an experiment by the Post Office Department, some Americans, perhaps without realizing it, have been sending letters between selected cities by air mail while paying only three cents. Others buying conventional six-cent air mail stamps have received no more service for their money than the fortunate mail users selected by the Post Office and air lines for special treatment.

This has been the result of a little publicized venture by the Post Office people to see how it would work out if air lines, after taking care of all paid-for air mail, filled their available space with regular so-called "surface mail" — the conventional three-cent letter.

It's fine for those who get airmail service for a three-cent stamp, but somewhat unfair for those who pay six cents for the same service. About all that can be said of a six-cent air-mail stamp in these selected cities is that you can be sure if it's six cents.

Railroads Kicked Around

With due regard for objectivity, it appears that the railroads—those same railroads which this week, as a public service, agreed to halve their freight rates on hay in the drought areas—are getting another official kicking around.

This all started a year ago, Sept. 8, 1953, when the Postmaster General requested the Civil Aeronautics Board to fix the compensation to be paid air lines participating in experimental flying of certain surface mail between New York, Newark and Washington on one hand, and Chicago on the other. This, without any notice, jeopardized a long-standing friendship between the railroads and the Post Office Department.

It was to have been an experiment of one year's duration, to end Sept. 30, 1954 but Sept. 30 has come and gone; the experiment has broadened to other cities, and now the Post Office is asking that the C.A.B. fix regular rates on this kind of service. Judiciously the C.A.B. has granted the Association of American Railroads the right to intervene in this rate-fixing business.

Objectively viewing the situation, the Post Office Department is certainly acting unconventionally. No authoritative determination of the public interest has been made in this "limited experiment." Yet the plan is spreading to other cities, and apparently further expansions are contemplated.

Between New York City and Chicago and Washington and Chicago railroad transportation of first-class mail has been almost eliminated, according to the A.A.R. This is an important revenue-producing function counted on by the rail carriers.

The railroads are required by Congress to carry any and all mail offered to them. They must provide and maintain facilities for doing it. They have invested just under $1,000,000,000 in special mail-handling equipment in order to live up to their agreement with the Post Office Department.

The annual revenues of a bit more than $310,000,000 are, by themselves, not important to the railroads but, in many cases, they make the difference between operating passenger service at a profit or at a loss.

There are 40,000 post offices in the United States, only 600 of them served by air lines. About 85 per cent of all inter-city mail is handled by rail. For this lion's share of service, the Post Office Department pays only 13 per cent of its total operating expenses. The remaining 15 per cent of the mail not moved by rail required 87 per cent of the Post Office's budget.

For transportation of domestic air mail the air lines receive an average of 2¾ cents a piece, more than twenty times as much as the ⅛ cent a piece paid to the railroads.

For the fiscal year ending June 30, the Post Office Department's own report shows that letters and packages moved by rail produced revenues of 575.4 million dollars and incurred expenses of 513.5 million dollars, producing an excess or profit to the Post Office Department of 61.8 million dollars.

Taxpayers' Expense Seen

Yet air mail letters and cards produced revenue of 94.5 million dollars, while incurring expenses of 123.4 million dollars to operate at a loss, a cost to the taxpayers of 28.9 million dollars.

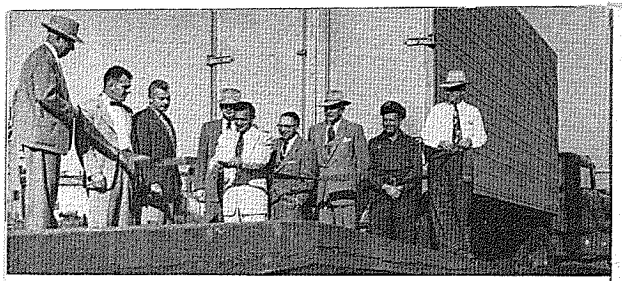
Despite this, the Post Office seems to be experimenting with a system to allow the air lines to take on extra mail whenever they want it at the expense of the railroads.

No matter how one looks at it, this seems likely to result in an added expense to the taxpayers and for what purpose?

The figures of experience show that the average cost of moving mail by rail is much less than by any other form of transportation.

It seems unwise to uproot the system.

HERE ARE THE NAMES of the general chairmen of the 31 Brotherhoods who endorsed the message on page 6 urging protest of the switch of 3¢-mail from rails to airlines on the West Coast: J. G. Black, Int'l Ass'n of Machinists; W. F. Blythe, Sheet Metal Workers Int'l Ass'n; also System Federation No. 114; Harold Branting, Int'l Brotherhood of Firemen, Oilers, Helpers, Roundhouse & Railway Shop Laborers; H. F. Brown, Order of Railway Conductors & Brakemen; J. P. Colyar, Brotherhood of Locomotive Engineers; M. A. Contabile, Brotherhood of Railway Carmen of America; Jack L. Cook, Railroad News Service & Sales Employes; J. J. Corcoran, Brotherhood of Railroad Trainmen; Wm. L. Daniels, United Transport Service Employes of America; C. O. Davis, Int'l Brotherhood of Blacksmiths, Drop Forgers & Helpers; C. L. Dellums, Brotherhood of Sleeping Car Porters; W. A. Ferron, Marine Engineers' Beneficial Ass'n; Capt. J. A. Gannon, Nat'l Organization of Masters, Mates & Pilots of America; George M. Gibbons, Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employes; N. J. Gibson, Brotherhood of Locomotive Firemen & Enginemen; J. G. Halcos, Railroad Yardmasters of North America, Inc.; P. V. Herbert, Railway Patrolmen's Int'l Union; C. G. Hodges, Brotherhood of Railroad Signalmen of America; C. L. Ashley, Brotherhood of Maintenance of Way Employes; D. T. Johnstone, Int'l Brotherhood of Electrical Workers; Frank G. Leuthy, Int'l Brotherhood of Boilermakers, Iron Ship Builders & Helpers of America; Art Neergaard, Bartenders Union; J. S. Olin, American Train Dispatchers Ass'n; W. E. Pollard, Dining Car Cooks & Waiters Union; Roger L. Randall, Inlandboatmen's Union of the Pacific; Fred Riehl, American Railway Supervisors Ass'n; Beecher Rintoul, Ass'n of Railroad Maintenance of Way Supervisors; also The Ass'n of Railway Technical Employes; Neil P. Speirs, Switchmen's Union of North America; I. S. Wilson, Order of Railroad Telegraphers.



RIBBON-CUTTING CEREMONY marked inauguration of trailer-flatcar service at Roseville in October. Taking part in program as first van was backed up on ramp for loading on a flatcar were (l-r) S. A. Fisher, agent, Sacto.; L. J. Colla, asst. supt., PMT, Sacto.; George Campbell, pres., Roseville Chamber of Commerce; G. B. Coley, terminal supt., Roseville; Lindsay Van Tongeren, mgr., Roseville Chamber of Commerce; R. A. Miller, supt., Sacto. Div.; John Glasser, PMT driver; D. C. Rodgers, agent, Roseville.

Saturday Evening Post Article Tells of Cascade Winter Battle

THE annual fight which Portland division operating men wage against snow to keep open the Cascade Line of the Shasta Route, particularly the 44-mile stretch between Cascade Summit and Oakridge, will be graphically described in an article by Richard L. Neuberger in the December 25 Saturday Evening Post, appearing on newsstands Dec. 22. Title will be "They've Been Ploughing Out The Railroad."

Elevation at Cascade Summit is only 4840 feet high but due to a quirk of climate and geography SP trackage in this region can be blanketed beneath 10 or 12 feet of snow when other passes as far north as the Alaskan boundary are covered with less than two feet, Neuberger points out. This is due to the fact that this area is exposed to soggy clouds that blow in from the nearby Oregon seacoast with chilling regularity.

Neuberger describes the spreaders, flangers, rotaries and other equipment that is used to keep the tracks open and tells incidents in the snowfighting lives of such well known Portland division men as L. P. Hopkins, superintendent; Louis Sinnar, road foreman of engines, who is captain of rotary flagship No. 7206; C. J. Riedel, trainmaster; Curtis Conner, roadmaster; Chuck Chambers, lineman, and others of the rugged crew of nearly 150 men who toil to keep the tracks clear during snow storms. Life at Crescent Lake, division point, eight miles south of Cascade Summit, is also described.

Neuberger, who wrote the article early this year after a visit to the area during a heavy storm, is a nationally known writer and author of several books. He was elected a US senator from Oregon in the November 2 election.

IMPORTANT NOTICE

DID you change your address during the past year? Was there any change in your marital status?

If the answer to either of these questions is "yes," you are asked by P. J. Kendall, general auditor, to be sure to fill out the form (CS 1475) which you received with your November second period pay check.

This information is required by the Accounting Department in preparing and mailing your "Withholding Statement" in connection with your income tax return.

The Accounting Department has a whopping job in issuing nearly 100,000 of these earnings and tax statements each year. The job is even bigger if a large number of them are returned by the Post Office because of improper address.

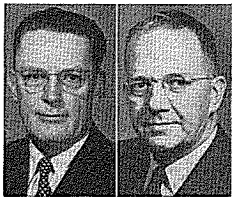
So please, if your address was changed during the past year or there was any change in your marital status, fill out the form, making sure you also show your correct Social Security number.

Railroader Turns Author: J. A. Given, retired location engineer in Office of Chief Engineer, is still railroading but through a different medium. He has authored a booklet on Railroad Location and Construction Procedures, based upon his own long experience and observations jotted down over the years. The booklet contains a wealth of practical data, short-cuts and tricks of the trade not usually found in textbooks but learned by engineering men the "hard way." Upon recommendation of the American Railway Engineers Association, the book has been distributed to 350 heads of civil engineering departments of colleges and universities.

It's better to brag about safety records than narrow escapes.

New Positions For Hatcher and Deasy

PROMOTIONS of J. M. Hatcher, former supervisor of freight service, to superintendent of transportation, and J. J. Deasy, who was supervisor of train



J. M. HATCHER J. J. DEASY

schedules, to assistant superintendent of transportation, SF, were announced last month.

Hatcher, who started railroading in Canada in 1917 as a machinist, joined SP in 1927. He advanced through several positions in the Operating and Freight Traffic departments prior to World War II, when he served as superintendent of transportation for the American Military Railway Service in India. After returning to SP he was named supervisor of freight service in 1949 and since last July had been acting superintendent of transportation.

Deasy started with SP in 1930 as secretary to division engineer at El Paso. He held various positions in the Operating and Freight Traffic departments until assigned to the Transportation Department in 1935. He was named supervisor of train schedules in 1941.

A train running at a speed of 75 miles an hour travels 1,100 feet in 10 seconds, or 110 feet per second.

"Campus Car" brings classroom to "students" for conferences on employment techniques (story below). This picture, taken at Dunsmuir, shows R. A. Nelson, asst. to supvr. of employment, SF, leading the discussion.

SP Conference Car Brings "School" to Supervisors

A NEW "campus-on-rails," a specially equipped railroad car designed by Southern Pacific to carry training programs to its key men throughout the system, last month began a six-month series of visits to important division points.

Current assignment for the "campus-on-rails" is a series of conferences arranged by H. W. Myers, supervisor of employment, on latest techniques in interviewing, selecting and inducting new personnel.

The six-month program is a company extension of a mid-summer management conference on employment methods conducted at the California Institute of technology at Pasadena. First and mid-level supervisory personnel who attended the Pasadena meetings will serve as conference leaders at their respective division points.

The new car, specially designed from a former Southern Pacific passenger lounge, is equipped with a 25-foot conference table with seating for 20, a conference leader's table, screen and projector, green slateboard, visual presentation board and ample storage space for seminar booklets and material.

A specially designed loudspeaker system enables conferences to continue without interruption from outside noises when the car is in use in rail yards.

Unlike the average classroom, the new conference car provides a pleasant atmosphere for its seminar participants, retaining many of the features of comfortable passenger lounge travel.

"KNOW YOUR RAILROAD"

(continued)

The Freight Traffic Department

By **W. G. PEOPLES,** *Vice Pres., System Freight Traffic*

IT is the responsibility of the Freight Traffic Department to sell the service provided by the Company at rates which will return adequate revenue for operations, improvements and payment of dividends. Certainly this is an important responsibility.

In the Traffic Departments the jurisdiction of the Vice Presidents embraces the entire Southern Pacific transportation system, including Southern Pacific's Pacific Lines and T&NO Lines, and their subsidiaries, as well as the off-line organizations in the United States, Canada and Mexico.

The Freight Traffic organization consists of approximately 1200 officers and employes, of which about 200 function jointly on both freight and passenger work. Of these 1200, about 700 are on Pacific Lines, 250 on T&NO and 250 in the off-line organizations, including 16 in Mexico and three in Canada.

The primary functions of the Freight Traffic Department are, as previously indicated, the pricing of our service and securing of business. These primary functions involve a wide range of activities.

Assisting the Vice President in his immediate organization are an Assistant Vice President and an Assistant to Vice President.

Rates and Divisions

On Pacific Lines the handling of rate and division questions is conducted under the general supervision of a General Freight Traffic Manager, Rates and Divisions, who reports to the Vice President, System Freight Traffic. The published rates are the basis for charges collected from the shippers and receivers of freight and the amount of our division is the measure of the revenue we earn from joint rates. Therefore, as freight revenue is the major source of our earnings, the question of rates and divisions which produce this revenue is an important one.

Generally speaking, rate adjustments stem from three sources: namely, those requested by shippers which are based largely on their economic needs or market competitive conditions; those initiated by carriers to meet carrier competitive conditions which to a large extent consist of motor carrier and water carrier competition; and those resulting from formal orders of the Interstate Commerce Commission and state regulatory bodies.

In an organization as large as Southern Pacific Company, we are confronted with a tremendous variety of problems and competitive influences requiring a very substantial staff of trained rate officers and employes to deal with these situations and to maintain necessary contacts with interested shippers and receivers.

By requirement of law, rate adjustment work is done through jurisdictional bureau organizations consisting of rail carriers serving the territory involved. There are three such bureaus in

which the Pacific Lines are directly involved; namely, the Transcontinental Freight Bureau with headquarters at Chicago; the Pacific Southcoast Freight Bureau with headquarters at San Francisco, and the North Pacific Coast Freight Bureau with headquarters in Seattle.

In the immediate organization of the General Freight Traffic Manager, Rates and Divisions, there are five Assistant Freight Traffic Managers who are assigned responsibility for supervision of different phases of rate and division work. One handles division questions. Another handles commerce work, which is the defense of formal complaints filed by shipper interests with regulatory bodies. Another handles the transcontinental rate subjects and attends the quarterly meetings of the Freight Traffic Managers' Committee of the Transcontinental Freight Bureau at Chicago. Another handles Joint North Coast-South Coast rate subjects and attends the bimonthly meetings of the Joint Committee which are held alternately at San Francisco and Seattle. Another handles tariff publication questions and general rate subjects not otherwise specifically assigned.

Territorial Officers

The five senior territorial traffic officers located at San Francisco, Portland, Los Angeles, Phoenix and El Paso have the responsibility for handling rate questions locally in or between their respective territories and report to the General Freight Traffic Manager, Rates and divisions, on these subjects. The monthly meetings of the local Freight Traffic Committee of the North Pacific Coast Freight Bureau are held at Seattle at which the Southern Pacific Company is represented by the General Freight Agent at Portland. The regular monthly meeting of the Freight Traffic Committee of the Pacific Southcoast Freight Bureau is held at San Francisco and Southern Pacific Company is represented by the General Freight Agent at San Francisco. Special meetings of the Southern California Freight Traffic Committee of the Pacific Southcoast Freight Bureau are held at Los Angeles, usually monthly, at which subjects involving local adjustments in Southern California are handled and Southern Pacific Company is represented by a rate officer at Los Angeles.

The success or failure of a railroad lies in intelligent and practical adjustment of rates which will obtain and hold business in competition with other railroads and other forms of transportation, and afford a fair return over and above the out-of-pocket cost of handling. Obviously, we could haul the maximum amount of tonnage which the physical plant is capable of handling, but if we cannot do it at a profit, it would only be a question of time before we would be bankrupt.

Industrial

An important phase of our activity is the locating of industries on our rails; that is, to induce an industry to select a location and install a spur track which is served exclusively by Southern Pacific Company. This gives us a definite advantage in our efforts to secure our maximum haul on the industry's traffic as we provide the terminal service at the plant.

The Manager of Industrial Development, Pacific Lines, has his headquarters in San Francisco and reports to the Vice President, System Freight Traffic. In addition to the manager, the Industrial Department consists of an Industrial Agent, three Assistant Industrial Agents and staff, with headquarters at San Francisco; and a General Industrial Agent, two Industrial Agents, two Assistant Industrial Agents and staff, at Los Angeles. Also, the Freight Traffic Manager, Portland; General Freight Agents at Phoenix and El Paso, and District Freight Agents in the various territories, handle industrial matters in their districts and territories, along with other duties.

The Manager of Industrial Development has general supervision over development of industrial property, including locating of industries, industrial track development, sale and lease of rail and other track material, questions concerning industrial packing houses, station facilities, track scales, physical condition of stock corrals and public facilities, as well as construction and abandonment of branch-line trackage, and lease or purchase of company property.

Perishable Traffic

The Perishable Freight Traffic Manager in San Francisco also reports to the Vice President, System Freight Traffic. He has general supervision for Pacific Lines of questions relating to perishable freight traffic (other than livestock), including schedules and Pacific Fruit Express service matters. Pacific Fruit Express Company is the refrigerator car department of the railroad, and is jointly owned by Southern Pacific and Union Pacific. The Perishable Freight Traffic organization maintains a close watch on individual movements into California concentration points, Roseville and Colton, and on fruit-block performance, and in cooperation with the Operating Department is able to maintain a high standard of service.

This organization is also the liaison organization between Southern Pacific and Pacific Fruit Express Company concerning all PFE activities in which we are vitally interested. These include PFE contracts for icing service, matters pertaining to construction of new equipment, car repair programs, prompt distribution of empty cars to seasonal loading territories; in fact, all PFE activities involving direct or indirect handling of perishable business. In addition, it assists in tracing and expediting individual movements of perishable commodities requiring such handling. It also assists the various freight traffic districts in the solicitation of this business.

Freight Claim Department

Loss and damage claims are at best a vexatious problem to both shippers and carriers and failure to handle them promptly and properly can result in loss of traffic from our line.

A Freight Claim Agent, headquartered in San Francisco, reports to Vice President, System Freight Traffic. Basically, it is the function of Freight Claim Department to:

(1) Arrange and preserve harmonious relationships with our patrons by according them prompt and equitable handling of freight loss and damage claims within limitations imposed on all carriers;

(2) Maintain similar relationships with our connecting carriers, including the establishment of uniformity in claim settlement procedures with our competitors and others;

(3) Secure disposition, whenever possible, of refused and unclaimed freight, both carload and less carload;

(4) Collect from other carriers amounts paid by Southern Pacific for their account under obligations imposed on us in Bill of Lading Contract Terms and Conditions, as an originating or delivering carrier;

(5) Review and ascertain if proper the charges made against our lines by other carriers who have settled a claim, a portion or all of which may be due from us;

(6) Direct and effect disposal of shipments involved in train accidents, fires, etc., and arrange that notification be given shippers and consignees;

(7) Cooperate with other departments, such as assisting wherever possible in the efforts to prevent loss and

damage; with the Auditor and the Treasurer in protecting outstanding indebtedness to the Company where possible to do so in applying monies due on claims; in preparation of cases covering freight claims which are involved in lawsuits; and with Purchasing Department in connection with salvaging of freight which is damaged and rejected as salvage.

Besides San Francisco, Freight Claim offices are maintained at Los Angeles, Phoenix, and New York City.

The foregoing has dealt with officers handling specialized subjects. The following deals with our territorial organizations:

On the Pacific Lines west of El Paso the Freight Traffic organization is divided into five districts, each of which is headed by a senior traffic officer who has supervision over freight traffic questions in his district. These officers report directly to Vice President, System Freight Traffic, on all questions except rates and divisions and to General Freight Traffic Manager, Rates and Divisions, on those subjects.

The Freight Traffic Manager at San Francisco is in charge of the Central District, which is divided into 10 districts supervised by District Agents who report to him. The Foreign Freight Agent located at San Francisco and the off-line General Agent at Salt Lake City also report to him. He is also General Freight Agent of the Northwestern Pacific Railroad.

The Freight Traffic Manager at Portland is in charge of the Northern District, which is divided into five districts supervised by District Agents reporting to him. Off-line General Agents at Seattle, Spokane and Vancouver, B.C., also report to him.

The Freight Traffic Manager at Los Angeles is in charge of the Southern District, which is divided into nine districts supervised by District Agents reporting to him. The General Freight Agent of Pacific Electric Ry. at Los Angeles and the Traffic Manager of San Diego and Arizona Eastern at San Diego also report to him.

The General Freight and Passenger Agent at Phoenix is in charge of the Arizona District, which is divided into two districts under supervision of District Agents reporting to him.

The General Freight Agent at El Paso, is in charge of the New Mexico District.

The Freight Traffic organization on the Texas and New Orleans Ry. is directed by a Freight Traffic Manager at Houston. This organization is divided into four districts, each of which are under the supervision of a General Freight Agent reporting to him. These districts are sub-divided into Traffic Agencies which are supervised by District Agents.

We maintain an off-line organization with headquarters in Chicago, under supervision of a General Traffic Manager who handles both freight and passenger matters and reports to the Vice Presidents of System Freight and Passenger Traffic. This General Traffic Manager is responsible for protecting Southern Pacific System Lines' interest in 37 states and the District of Columbia. In addition, the organization represents System Lines in eastern Canada.

From a freight traffic standpoint the principal functions of off-line traffic representatives are to handle sales, service, rate and industrial matters with shippers and receivers originating or terminating traffic in the states served by Southern Pacific Lines, or who have plants in Southern Pacific Lines' territory with general offices of such firms or offices controlling traffic located in off-line territory. They also take care of many transportation needs of our customers, including assistance in making traveling arrangements for shippers and receivers located in off-line territory who have occasion to make business or personal trips to on-line territory and in being helpful in a similar manner to patrons located on-line and making trips to off-line territory. An additional function of the off-line organization is to maintain friendly contacts in developing satisfactory relationships with other railroads for the purpose of securing their maximum support for Southern Pacific.

A subject that is uppermost in the minds of all of us is the promotion of new industry along our lines, and in this connection, both the on-line and off-line organizations work very closely together and keep each other informed of any information of interest which comes to their attention involving location of new industrial plants and additions to existing plants.

The off-line eastern organization is divided into two territories: a Freight Traffic Manager at Chicago, in charge of the Midwest territory which includes 11 traffic agencies reporting to him; and a Freight Traffic Manager at New York, in charge of the Eastern territory which includes nine traffic agencies reporting to him.

Offices are maintained in Mexico at Mexico City, Guadalajara, Monterrey, under the supervision of a General Traffic Manager—Mexican District, Mexico City, who reports to the Vice Presidents of System Freight and Passenger Traffic.

Traffic Handled

During the year 1953—which was a record year in freight revenue earned by the Pacific Lines and the T&NO—our two Transportation System properties—we handled 2,850,000 carloads of freight for shippers who routed their traffic via our lines.

Including our own company materials required for the operation of our railroad, for building freight cars, for maintenance of roadway and equipment, and so on, we handled well over 3 million carloads of freight.

Every company of any size has to have a budget—or it will not stay in business very long. To prepare our Company's budget, our President, Operating Vice President and General Auditor have to know how much money we are going to get into our Treasury.

All of our Freight Traffic people are "budget conscious." We know the importance of making our forecasts as accurate as possible so that the Company's budget plans will not be upset too much by failure of revenue to be as good as we estimate.

In order to estimate what our revenue is going to be it is necessary for us to know, in considerable detail, what the economic trends are in our country, in Canada and Mexico, and to some extent in foreign areas; also to know what businessmen are planning and what their intentions will mean when translated into carloads of freight to be shipped by them.

To enable us to determine what the plans of industry, commerce and agriculture are for a month or year ahead, we follow two courses of study and analysis:

We constantly review all the known sources of information from which we can determine economic trends, and we analyze this data to determine what effect these trends are going to have on business, and how they will affect the shipping of various classes of commodities.

For information concerning economic trends we rely upon the periodic reports issued by various Government departments such as the Departments of Commerce and Agriculture, and upon statistical summaries such as the report issued monthly by the Council of Economic Advisors, for use of the President, the Congress and other Government departments.

We receive the monthly reports of the Federal Reserve Banks, and from New

York banks which maintain a large staff of economic analysts, such as the National City Bank and the Chase National Bank. We study the trends of the individual industrial segments of our economy such as the trend of automobile sales and production—of building activities—of mining operations—and so on.

Not only do we analyze the many trade journals which relate to all these activities, but we have a vast amount of information come to our attention daily, weekly, and monthly from the reports of our own nationwide traffic forces, as well as from other departments of the railroad.

The second course of study we use to make our forecasts of freight revenue is to determine from our freight traffic representatives in the field—that is, from those who call upon the individual shippers—what those firms expect to ship during period for which we are making our forecast.

These hundreds of individual estimates are assembled by our District and General agencies and forwarded to the Freight Traffic Managers, who consolidate the data. When the field estimates have been furnished us, we are prepared to go to work on the forecast for the entire Pacific Lines and T&NO systems.

Making the forecasts is only one-half of the forecasting job. The other half is keeping track of how close revenues come to the forecast. To do this, we keep daily, weekly and monthly records of carloadings by commodities, charts showing trends and comparisons with previous years, records of revenues by commodities, and so forth. Every day we know approximately how much revenue we have earned on the preceding day's business!

According to the Stanford Research Institute, we have a pretty good record in the accuracy of our forecasts—better than is generally expected in company forecasts of revenue. On the average we have been off less than 5 per cent.

These are times of rapidly changing methods of production and of business practices, which changes are being accelerated under increasing competitive conditions now that accumulated postwar demands have largely been satisfied. The railroads are having to be especially alert to keep pace with these changes in meeting new transportation needs of shippers. Severe competition is making all of us of the Southern Pacific more cognizant of our "inherent advantage" and we are doing our best to do something about it, particularly in the way of improving our equipment, service and rate structure so as to attract traffic that is desirable and will return a profit.

One of the problems which besets us is the serious and ever-increasing threat of truck competition.

The increasing competition of motor carriers, who are gradually consolidating into larger and more effective units, has required that we expand the activities of the Pacific Motor Trucking Co., which has already been described.

Everybody Plays a Part

Your Freight Traffic Department is charged with the responsibility of procuring freight traffic, the revenue from which is the life blood of the railroad. But in the final analysis all of us have a vital interest in the success of our railroad. Along with fast schedules, modern equipment and a competitive price level, our shippers expect courteous and prompt service. In that respect, everyone on the railroad is a salesman. For the final results of our ability to hold the business which our traffic forces get depends upon the way all of us answer our phones, the tone of our letters, our careful handling of freight to eliminate costly claims and our personal contacts with friends outside the railroad.

In short, the continued success of our business depends upon teamwork among all of us.

BUSINESS-EDUCATION DAY in the Bay Area included a visit of 61 school teachers to SP facilities at West Oakland yard. Here some of them watch as George Wilson, assistant general yardmaster, explains operations as directed from his tower. Standing at left is F. J. Dignon, asst. terminal supt. The visit was made under supervision of Terminal Supt. J. H. Long.

We're Going to Get 163 More New Diesel Units

SOUTHERN PACIFIC has placed orders for another 163 diesel locomotive units to go into service in the first five months of next year, raising total diesel horsepower on the railroad to more than 2½ million.

Within the last six months our company has authorized expenditures of around $30,000,000 for diesel motive power alone, raising the total postwar investment in 1,520 diesel units to approximately $245,000,000.

The new locomotives will be purchased from Electro-Motive Division of General Motors Corporation, from American Locomotive Company and from General Electric Company.

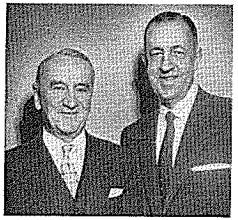
The new diesel units, first of which are scheduled for factory release this month, will be placed in service throughout the Transportation System. At latest count diesel locomotives were handling 85 per cent of our gross ton-miles of freight, 78 per cent of passenger train miles, and 81 per cent of yard switching service.

Sacramento Premiere For New Safety Film

AN added feature of the traditional SP Club's Christmas party at Sacramento December 18 will be the first showing of the new Safety Department film "Men, Wheels and Power."

Much of the 30 minute film, which pays tribute to our railroad shopmen, was filmed in the Sacramento shops.

The Christmas program will be held at the Sacramento Memorial Auditorium and will also include musical, comedy and dancing acts. Santa Claus will be there to present favors to all the children.



T. F. EAGEN W. R. LOWERY

Lowery Succeeds Eagen As Pass Bureau Chief

RETIREMENT of T. F. Eagen as manager of the Pass Bureau, San Francisco, and appointment of William R. Lowery to succeed him becomes effective January 1.

Eagen's retirement closes a career of more than 51 years with SP. He started in July 1903 as an office boy in the Office of Vice President & General Manager. After holding various clerical positions there he was made head pass clerk of the newly-created Pass Bureau in 1912. Later he became chief clerk, and in 1928 was named manager. He has served as chairman of the California, Oregon and Nevada Pass Committee of the Association of Western Railroads.

Lowery started with SP in 1919 as a clerk at 4th & Berry Freight Station, SF. Later he was employed at Bayshore Yards and subsequently held clerical positions in San Francisco Agent's Office and at Drumm St. Freight Station. In 1921 he joined the Purchasing Department and the following year transferred to the Pass Bureau. He has been chief clerk since 1928. Lowery is also a member of the California, Oregon and Nevada Pass Committee. In 1948-49 he served as chairman of the SP Office Supervisors' Council.

New Promotions For PMT Men Announced

BERNARD R. JOHNSON has been named to succeed R. K. Lattin as assistant general manager of Pacific Motor Trucking Company (see last month's *Bulletin*). Johnson's former position of district manager, Central District, San Francisco, has been filled by George D. Clark, formerly district manager, Eastern District, Tucson.

Joseph L. Kennedy, formerly assistant district manager, Central District, succeeded Clark in Tucson and Robert M. Marshall, formerly district traffic representative, San Francisco, was appointed to fill Kennedy's position. Each began his career as a driver.

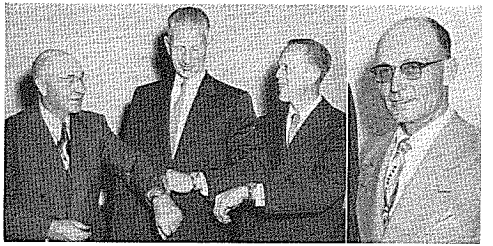
Johnson entered service in 1935 at Petaluma and after working at several Northern California locations was appointed superintendent at Salinas in 1942. In 1945 he was made assistant district manager at San Francisco and became district manager in 1951.

Clark started at Phoenix in 1938. In 1939 he was appointed superintendent at Tucson and in 1945 was made district manager of the Eastern district.

Kennedy began service in Los Angeles in 1932 and in 1945 became superintendent there. In 1951 he was appointed assistant district manager, SF.

Marshall joined PMT at Stockton in 1932 and after holding various supervisory positions was named superintendent at Portland. Returning from Army service in 1946 he became superintendent at Sacramento and at Oakland until his appointment as district traffic representative, San Francisco, July 1, 1953.

Christmas trees, approximately 50 in number, will be distributed throughout the General Hospital by the SP Club of San Francisco. Patients will decorate the trees. On December 23 the Glee Club, under the direction of Dorothy McDougall, will present its annual program.



Pleased as can be with the watches they received for 10 years of safe driving are (l-r) PMT Drivers Earl Ellis, James Howe and Samuel McCall. Presentations were made at National Safety Council Award dinner at Los Angeles (see story below). At right is Driver Lloyd Pool, who received an 11-year safe driving award.

Nat'l Safety Council Honors PMT Drivers

OVER 350 years of safe driving by Pacific Motor Trucking Company drivers was recognized at a National Safety Council Award Dinner last month at Los Angeles. Awards signifying from one to eleven years of safe driving were presented to 120 PMT drivers.

The awards, considered the highest honor a professional driver can attain, were presented by E. C. Van Ostrand, district manager, PMT.

Honor man at the dinner was Driver Lloyd V. Pool, who received an 11-year safe driving award. Ten-year awards were presented to Drivers Earl T. Ellis, James E. Howe, and Samuel E. McCall.

The presentation was one of similar affairs to be held at other points in the territory served by PMT. This year a total of 450 awards, totaling over 15 centuries of safe driving on western streets and highways, are being presented. About 70 per cent of the PMT drivers are receiving safety awards, ranging from 13 years to one year.

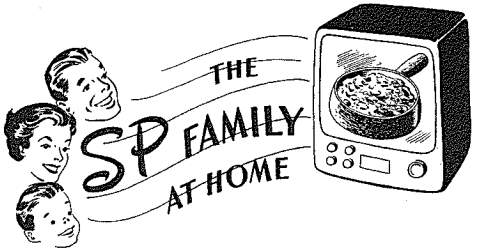
New Appointments In Personnel Department

EFFECTIVE November 1, J. C. Stephenson, chief examiner, was appointed assistant manager of personnel; succeeding him was G. L. Naylor, asst. chief clerk, Personnel Department.

Joining SP as a steno in 1939, Stephenson held various clerical positions until 1942. Upon his return from the armed forces in 1946 he worked as clerk in the Personnel Department until his appointment as jr. examiner in April, 1947. He rose to examiner and then to special examiner in 1949 and was appointed chief examiner on July 1, 1952.

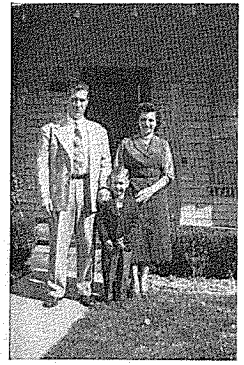
Naylor began service with SP as a steno in 1948. He was made jr. examiner in 1950 and rose to be special examiner by July 1, 1952. On August 1, 1954, he was appointed asst. chief clerk, holding this position until his latest appointment as chief examiner.

Average compensation of U. S. railway employes has increased 158 per cent since 1940. Then it was 77 cents an hour; in 1953 it was $1.99 an hour.



By **GENEVIEVE CALLAHAN and LOU RICHARDSON**
Nationally known food writers and consultants

HELLO! Happy Holidays! And how do you like the new art work at the top of the page? Look for it each month —it's the sign of good fresh ideas for all homemakers.



Because of the casserole on the TV screen in the drawing, we thought it would be fun to find a brand new type of casserole for you—something we might call the "SP TV Casserole"! And this is it:

YOUR SP TV CASSEROLE

This is really different. If yours is a family of four, you'll need:

6 oz. short-length macaroni (1½ cups)
1 large egg, or 2 small ones
2 tablespoons milk or water
½ lb. well-aged sharp Cheddar cheese
Salt and pepper
½ pint (1 cup) dairy-made sour cream

Cook the macaroni in plenty of boiling salted water until just tender; drain. Beat egg with milk or water; pour over hot macaroni and mix well. Cut about ¼ of the cheese into thin slices; dice the rest. In a buttered shallow casserole (1 qt. size) spread about ⅓ of the macaroni. Sprinkle lightly with salt and pepper, then cover with half the diced cheese. Repeat. Top with final layer of macaroni. Drizzle over all whatever egg mixture is left in pan, then arrange slices of cheese over the top. Bake at 350° (moderate) 25 to 30 minutes, or until brown. Cut in wedges and serve with the sour cream spooned over it. (Stir the cream before serving.)

Family Line-Up: Dick, Bobby and Mary Alice Lynch of La Verne, Calif.

LYNCH FAMILY AT HOME

Mrs. James R. Lynch of La Verne, California (see family line-up), writes as follows:

"I surely enjoy reading and using the recipes that appear each month in the SP Family at Home department. And I certainly would like to have one of those cook books! Do you think that the enclosed recipe—one of my favorites—will win me a book? I worked for SP for about eight years, but now I'm staying home and keeping house. My father is still with the Company in the Sacramento Freight Office."

PRIZE DESSERT

This is one of those rich, fluffy desserts so nice to serve for afternoon or evening refreshments. You'll need:

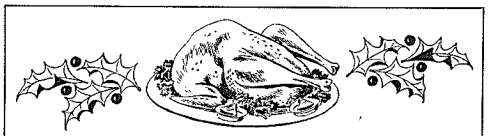
24 marshmallows
1 cup milk
1 small can (about 1 cup) crushed pineapple, drained
1 cup whipping cream
10 or 12 vanilla wafers or graham crackers

Heat marshmallows and milk in top of double boiler until marshmallows are melted. Let cool. Add drained pineapple and the cream whipped stiff. Crush wafers and spread about ⅔ of the crumbs in the bottom of 6" or 7" square cake pan. Spoon in the creamy mixture slowly, then top with remaining crumbs. Chill several hours or overnight. Cut in squares to serve, with or without whipped cream topping.

SMART SALAD DRESSING

Sometime during the coming winter days you are sure to want a zippy salad dressing to use on shredded cabbage or lettuce or seafood salad. When you do, you may like to try this one. It's different.

For a pint of creamy dressing, mix together 1 cup cottage cheese; ½ cup



Holiday Inventory

DURING the past year we have passed along more than 50 good recipes and ideas in these columns—many of which came from you readers. . . . Eighteen of you have won autographed copies of the California Cook Book for sending in prize-winning recipes. And scores of you have written us warm and friendly letters—for which we thank you sincerely. . . . So much for the past. The coming year is a promise—our promise to bring you really new recipe-ideas each month—the sort of ideas you won't find anywhere else. Watch for them! Meanwhile, our wishes for a good new year indeed.— Genevieve Callahan and Lou Richardson.

mayonnaise; 2 tablespoons wine vinegar; 2 tablespoons finely chopped parsley; 3 tablespoons finely chopped green onions or chives. Season to taste with salt, garlic salt, and coarse black pepper, then add enough cream (sweet or sour) to make 1 pint. If you want it very smooth, whip it in the electric blender.

MINERS HAD RIGHT IDEA

You've read many times about Cornish Pastries—meat and vegetable pies—which miners used to (and still do) carry for lunch down into the mines. Old way, of course, was to roll out pastry dough shape and size of a pie plate and on one half of it put diced raw beef, chopped raw potato and onion, salt and pepper, and a little butter, then fold other half of dough over filling, press edges together and bake. (Oh, yes, you cut a slit in the top and from time to time pour in a bit of hot water to keep filling from drying out.)

That was the old way—and a lot of work! New way, which makes a good lunch for any lunch-boxer, is to pop a frozen beef or chicken or tuna pie into the oven and let it bake according to directions. And there's a pastie for your lunch-boxer to carry—good eating even when cold! Practical way to pack is to wrap the baked pie in foil. Try it!

Train Crew to Rescue Of Marooned Hunters

SOUTHERN PACIFIC strives to be known as "The Friendly Railroad" and there are eight Arizona teen-agers who believe the title implicitly.

They crossed the California border to do some rabbit hunting recently when their car mired in sand far from a paved road. Night fell, and the five boys and three girls were more than a little scared. Their canteen was almost empty and their last matches went to light a fire.

Then they heard the wail of a diesel chime horn. The driver of the car remembered he had a warning flare in the trunk and ran to the nearby Southern Pacific track in time to flag the *Golden State*, en route east from Los Angeles.

Rear brakeman L. O. Halbert swung down off the train and heard the young man's story. Halbert reassured him and told the gang to stay put. Then he gave the engineer the highball sign and the streamliner roared off into the night.

Six miles down the track at Tortuga Station Halbert dropped off a message for the telegraph operator. A short time later a tow truck and a deputy sheriff showed up to rescue the youngsters.

The *Golden State's* crew got the train into Yuma 15 minutes late, but what they lost in time they gained in friends for the "Friendly SP."

SP Bands Make Many Public Appearances

CLOSE to an estimated 800,000 persons in California this year were reminded of Southern Pacific through the appearances of our two excellent SP Bands.

The popular musical aggregations, one sponsored by the SP Club of San Francisco, the other having headquarters in Los Angeles, filled engagements at fairs, parades, hospitals, concerts and safety shows during the past 12 months. The SP Band of San Francisco made 20 public appearances, while the Los Angeles group made 13.

Both bands have won praise and appreciation for their musical talent and among the many trophies they have received are a number of first and second place awards in competition with other marching units.

The railroad police organization, 8,000 strong, representing nearly 400 railroads in the United States, is the largest privately supported police organization in the world.

In Our SP Family

NINTH of a series of brief sketches of our SP Family whose service, safety records, hobbies, community work, etc., make them interesting personalities.

IN OUR SP FAMILY

THE two men shown on this page have something in common besides the enjoyment of being with their fine families—they have pride in being safe on their jobs. At right is Charlie Ashton, who works on the maintenance of Stores trucks in the Coast Div. MofW Repair Shop, SF, and who has an outstanding safety record over a period of 45 years' service. One of his three children, Charles, joined the SP family in 1939 as a machinist at Bayshore. Below, with his large happy family, is Juan Gutierrez, laborer in the Mechanical Dept., Tucumcari. Gutierrez has been with SP 15 years and has an accident-free record. "With a wife and twelve children depending upon me I can't run the risk of being off work due to an accident," he says.

Ashton and Family

Gutierrez and Family

SACRAMENTO SHOPMEN WHO WORKED ON UNITED CRUSADE DRIVE. CHAIRMAN WAS NICK LaFRANCO, SHEETMETAL WORKER AND PRESIDENT OF THE SHOP FEDERATION.

SP People Break Records In Generous Response to Charity Campaign Appeals

"VICTORY" is the word for the efforts of Southern Pacific men and women on behalf of charitable campaigns recently conducted at major points on Pacific Lines.

Whether United Crusade, United Fund, Community Chest or other designations, the appeals met with an unprecedented response from employes from Portland to El Paso.

In round figures, amount subscribed this year to these worthy causes by our fellow workers was $221,000 as against $124,000 in 1953; or an approximate gain of $97,000 this year.

The results not only speak for themselves but reflect a spirited effort made up of three basic fundamentals: organization, enthusiasm and just plain hard work. The organization started weeks in advance of the actual campaigns. Under direction of division superintendents, campaign chairmen were selected. They in turn appointed team captains from the various departments and crafts and these team captains selected sufficient team members to carry out a person-to-person solicitation on behalf of the individual campaigns. There followed a period of instruction and training to be sure that solicitors knew the full story of the charitable enterprises they were supporting. And then came the real work: the patient day-to-day effort of seeing that every railroader was approached in a salesmanlike manner.

There was no untoward pressure in this widespread campaign. It was just a matter of railroaders approaching their fellow employes and explaining the charitable needs of their communities.

Because of the hundreds of people involved in this all-out effort, it is impossible to single out individuals for praise of the results obtained. Everyone who had anything to do with the organization and solicitation work should feel a sense of personal pride in knowing that they played an important part in aiding underprivileged children, indigent oldsters and, in general, making their communities better places in which to live and work.

Indicative of what was done is shown by the following figures from just some of the campaign points:

Location:	1954 Collection	1953 Collection
OAKLAND	$21,818	$11,847
PORTLAND	9,698	5,103
EUGENE	5,276	†
SAN FRANCISCO (Coast Divn.) ..	12,701	7,473
SAN FRANCISCO (General Office)	41,209	27,958
SAN JOSE	3,408	1,600
LOS ANGELES	54,195*	31,314
BAKERSFIELD	16,665	783
WATSONVILLE-SALINAS	2,885	100
FRESNO	6,542	837

For results in Arizona see picture and caption on page 41.

* *Including affiliates which did not participate last year.*

† *No campaign.*

MY DAD'S SAFETY

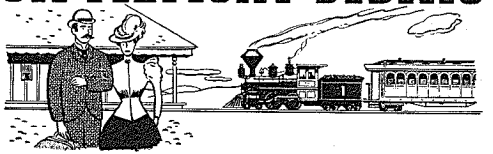
"With all you other kids, let's give a word of advice to our Dads: 'Follow the safety rules of SP; it will mean Sure Protection for us."—Stephen Johnson, 9, son of Curtis Johnson, machinist, Eugene.

"My Daddy is a very nice Daddy and I sure don't want to ever see him get hurt at work. I am going to talk to him about safety just like my teacher talks to me about it at school."—Michael Johnson, 9, son of Ross Johnson, Mission Bay Roundhouse.

"My Dad's safety means a world of happiness to me. . . . So I am praying that he will always practice safety on or off the job."—Marianne Gallagher, 12, daughter of Anthony Gallagher, B&B foreman, NWP, Eel Rock.

"I would be half an orphan if my Dad got killed in an accident."—David Graham, 7, son of Harvey Graham, switchman, Los Angeles.

ON MEMORY SIDING



April, 1928, *Bulletin:*

NEW SIGNAL

The language of the locomotives blossomed out with a brand new "word" on April 1. "To-o-oot, toot-toot, to-o-oot" is the "word," and it will signify to motorists, pedestrians and others using the highways that a train is approaching a grade crossing.

Hitherto locomotives approaching grade crossings have sounded two long and two short whistle blasts, but this is now to be changed to one long, two short and a final long sounding of the whistle.

March, 1944 *Bulletin:*

BACK 4th WAR LOAN

Southern Pacific men and women chalked up some praiseworthy records of War Bond buying as they helped back the attack during the Fourth War Loan Drive.

Tucson shop employes held a War Bond rally at which 1,000 men and women pledged to buy some $37,000 worth of bonds in addition to their regular payroll deductions.

Twelve relief carmen at Bayshore put $12,000 into War Bonds when Christ Callas and Vic Brain suggested they all get together and buy their bonds at one time. All the men are 100 per cent on payroll deduction, putting well over 10 per cent of their checks each month into Bonds.

July, 1928 *Bulletin:*

PROPOSE BRIDGE

As another step forward in establishing a great double-track transcontinental short line between San Francisco and all points east, Southern Pacific proposes to build a bridge across Suisun Bay to take the place of the large ferry boats which now transfer trains between Port Costa and Benicia. The announcement was made May 31 by President William Sproule.

Costing between eleven and twelve million dollars, the proposed bridge will be one of the outstanding railroad structures of the world and will not be exceeded in its carrying capacity by any bridge in the country.

Certain sections of the present track will be realigned and double track approaches built to each end of the bridge, as well as double track between Port Costa and Martinez. A result of these changes will be that Overland and Shasta Route trains will pass through Martinez and then over the bridge.

The train ferry steamers "Contra Costa" and "Solano," famous as the largest ferry boats in the world, will be abandoned when the bridge is placed in service.

Southern Pacific Bulletin

Vol. 38 E. G. FITZPATRICK, *Editor* No. 12
BILL ROBERTSON, *Assistant Editor*

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San Joaquin Division

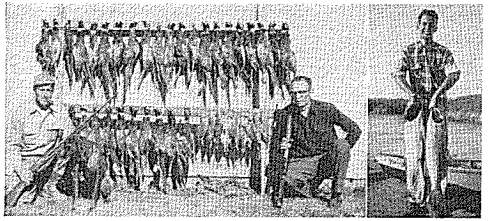
Head Reporter: Walt Williams, Supt's Office, Bakersfield. Assistants: Charles Snook, Ruth Eiffler, Fresno; Elsie W. Smith, Edna LaGore, Hannah O'Brien, MofW Dept.; Dan Parker (photographer), Bakersfield.

Drive for funds under the AID program came to a very satisfactory conclusion as committee members reported collection of funds totalling approximately $24,000. Bakersfield Freight Agent J. C. Adams, one of the asst. chairmen, spent two weeks of his vacation adding impetus to the drive.

Employes around Fresno donated over 80 pints of blood to the SP mobile blood bank in one day. . . . Fresno Freight Agent H. J. Hendry and wife vacationed in Mexico. . . . Former Supt. B. W. Mitchell is using some of his retirement time studying at Pasadena College. . . . In addition to guiding his ten children through school (including college degrees for several) Bakersfield Tender Truckman Gregorio Lopez and his wife have further demonstrated their faith in the value of education by being students at evening high school. Gregorio has attended regularly the last eight years and his wife the last three. His oldest son graduated from Stanford and is a doctor; two of his daughters are teaching school and one is a graduate nurse; another daughter is attending San Jose State College on a scholarship. A very fine family.

Valley Engineer Alvin Leopas and his wife moved into their new Fresno home and a blanket invitation has been extended to all their friends to come over for coffee and doughnuts. . . . Fresno Car Foreman C. N. Tribble was the only man in the department to bag a deer during the past hunting season. . . . Retired Car Inspector H. B. Smith dropped by to see how things were coming along. . . . When attacked by two trespassers in the Bakersfield yard Car Inspector Harvey Anglin caused them to beat a hasty retreat with his lantern, his 30" pry bar and his strong right arm. . . . Best wishes to W. F. Tommer, agent, Owenyo, who retired after 52 years railroading. . . . Frank McClure and Gene Box, from the Supt's Office, attended the Pismo Beach Clam Festival and stopped by Cayucos to see retired Traveling Passenger Agent Glen Shackleford. Shackleford is recovering from an operation and said he will soon be back in fishing form. . . . Welcome to Marion Disston, steno pool, Supt's Office. . . . The Pacific Railway Journal has this to say about the recent rail fan excursion to Owenyo: "A special tribute must be made to the men of the SP who went out of their way to make this trip such an overwhelming success . . . engine crews made special efforts to provide railfan photographers with excellent shots. . . . Road Foreman of Engines L. J. Franklin nursed the steam engines over the waterless desert to Owenyo and return. . . ."

Lodge 45 Brotherhood of Railway Clerks held an informal dance and buffet after their regular meeting. Josephine Reilly was in charge of the very successful affair. . . . Fireman Michael Benusches, Jr., is now in the armed forces. . . . On sick leave: Bakersfield Crew Dispatcher Charles Underwood, Carman Fred Bess, Sheetmetal Workers Cleo Davis and C. S. Read, Tender Truckman Harry Patten, Engineer E. E. McCumber, Roundhouse Laborer H. T. Johnson, Engine Watchman Howard Brisco and retired Car Inspector L. B. Mattocks. . . . Bakersfield Car Inspector Clyde Marsh reports that his son Claud, who is an explorer scout in the Kern County Council, recently assisted in logging 73 miles of the Pacific Crest Trail extending from Tehachapi to Soledad, recording for national rec-



GOOD HUNTING AND FISHING were reported by Harold York, signal maintainer, and Bill Hungate, yard clerk, Shasta Div., in picture at left; and Bob Novello, clerk, Aud. Disb. Accts., SF. With help of third party, hunters bagged 33 pheasants, 10 partridge, one duck. Novello's two stripers weighed 15 and 17 pounds.

ords the campsite facilities, pack stations, feed and watering places for horses and at the same time help clean up considerable litter left along the trails and in the campsites by careless campers during the past year. All outdoor lovers praise this worthwhile work.

Engineering Dept.

Head Reporter: M. E. Foudy, SF. Assistants: Harvey Codde and Francis Ferry, System MofW Shops, WO.

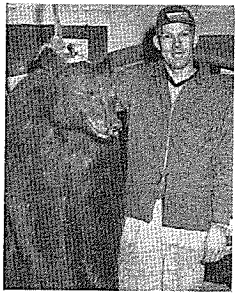
Dear Santa Claus, ole pal of mine, do hope that you are feeling fine. Get out your pen, paper a yard, here is my list and, please work hard. . . . Sack up some sugar plums, candies galore, for Mileff, Mogle, Moody and Moore. . . . To Wainscott, Potts, Hoover and Scott, something nice, whatever you've got. . . . Give Torgenson, Trace, Jensen and James, much luck in picking the New Year's games. . . . Pogojeff, Titus, Chin and Praszynski, Hallowell, Wong, the Holmes's three, Subbotin, Sloan and R. P. Sweeney, will want a package beneath their tree. . . . Spread holiday cheer for Brown and Burr, more of the same to Frame and Bodmer. . . . The O'Connor brothers are a nice pair. You will make sure they get their share? . . . To students Cofer, Henricks, and Jackson, deliver the grades they can relax on. . . . Shake, rattle or roll out of your pack, something special for Wood and Rohrbach. . . . Down the chimney and make it quick, what is tagged for Lotti and Zwick? . . . To all the people on the tenth floor, bring days of happiness o'er and o'er. . . . Don't forget "Bert" Harry who will take his pension, we can't let him leave us without any mention. . . . Merry Christmas everyone, Happy New Year.

Sacramento Shops

Head Reporter: Jack G. Palermo, Supt. MP's Office, Sacramento.

The happy hunter: Stanton Draper, draftsman, bagged two nice 3-point bucks this season. One, a blacktail, dressed at 110 lbs. and the other, a mulie, dressed at 97 lbs. . . . Judging of the annual SP Club deer derby found first place going to Sheetmetal Worker Merle Thomas, second to Carman Gerrit Meenderink and third place being tied for by Machinist Foremen Howard Strouse and Roy Robison and Machinist Dave Lang. . . . Speedy recovery to Supt. of Shops H. G. Vance. . . . Congratulations to Nick Puma, asst. stockman, who recently made the 8-10 split while bowling for the Store Dept. team. . . . Sympathy to Marge Warren, brass foundry clerk, on the loss of her mother-in-law. . . . First prize winner in the SP Club annual bass derby was Machinist Joseph Cordoni. Other winners were Lester Martin, carman; Frank Fernandez, blacksmith; Martin Jurasin, carman; Al Buchignani, Louis Abreu and F. J. Scammell, machinists; Ole Owre, boilermaker; Jay Prickett, electrician and Steve Rondone, carman. Bass Derby day was a windy one and the ardent SP fishermen are to be congratulated for braving the storm. . . . Other successful hunters in the high Sierra were Machinist Foremen Lou Crosby and Buzz Hanger and Sheetmetal Worker John Groza.

Retired Carman George Webster and his wife are now in Honolulu where they are doing missionary work. George's son, Dee Webster is electrician foreman at Sacto General Shops.



ONE SHOT TOO MANY was absorbed by this 7-foot, 600-lb. bear. Man who administered the shots (lead variety) was Dick Stephens, Ogden draftsman and *Bulletin* photographer.

Communications

Head Reporter: Henry L. Loretz, SF. Assistants: Jeannette S. French, LA; Millard Cannon, El Paso; John J. Dillon, Portland.

San Francisco: Awfully nice to have Eva Lawrence and Betty Elliott back with us after their sick leaves. . . . Larry Stell enjoys fishing in the bay but a rumor says Jimmy Benson catches all the fish for him. . . . Walter Kransky has finished student wire chief training and is now wire chief. . . . Sympathy to Bee Saravo on the loss of her mother. . . . Welcome Bob Trottier, Ralph Furstenburg and Harriet Spradling. . . . Mattie Gannon has returned from sick leave. . . . Ginger Fleming woke up everyone in Lake County with her new "heap" which coughed and groaned over the St. Helena grade.

Los Angeles: The best to John Woodworth, who is leaving us to take over the agency at Santa Paula. . . . More vacations: Charles Fox visited central California; Pat Smith had fun in Las Vegas; Horace Jenkins traveled to Florida, while Wal Troutman ambled around Nevada. . . . Good to see Laura O'Day back from sick leave. She tells us she is now a grandmother.

Pacific Motor Trucking

Head Reporter: N. L. Tullis. Assistants: Robert Bound, Northern Dist.; Raymond Bradshaw, Central Dist.; L. Collins, Eastern Dist.; Joan Walker, Southern Dist.

General Office: Welcome to Don Kelleher, voucher bureau; Andy Rosa, personal records and John Rintala, clerk. . . . Clay Calkins, director of safety, attended the 42nd National Safety Congress in Chicago. . . . Everyone in the General Office did well in the United Crusade Drive. . . . We contributed 100%. Office Mgr. Tom Fitzgerald acted as team captain and working with him was Lucy Bertschy, Bruce Roszell and Fern Isquirdo.

Central District: Driver Ray Turner beat the brush for bear near Placerville and he and his party shot three of them. . . . Asst. Supt. Harry Powell went to Nevada to hunt mule tail deer. . . . The PMT Club of San Jose is running second in their Wednesday 850 Bowling League with a 20 & 8 record. Team members George Helwig, Pete Cancilla, Ray Crippen, Bill Coy and Ted Williamson are all acquitting themselves nobly. George Helwig, supt., Oakland, had a 619 series, with 208-235-176 games.

Southern District: Several safety slogans were submitted in the recent slogan contest open to all Los Angeles drivers. Twelve winning slogans will be painted on a signboard 3' by 8' and placed over the check-out window at "C" shed, Spring Street, Los Angeles.

Northern District: PMT'ers who took to the hills and came home with something besides a grouch include driver Russ Phillips, Supt. Jim McMahon and Traffic Rep. Van Hyning. . . . Welcome to Murl Davis, new agent at Newport, Oregon. . . . Supt. Bob McGhee and Driver Jerry Ward are moving into new homes.

Eastern District: It is difficult to believe that such a stalwart and loyal

"Phoenician" as Driver Jim Rife would even think of, let alone make a trip to Florida. . . . Our El Paso "Vaqueros" and "Grease Monkeys" got our annual Community Chest drive off to an excellent start with 100% participation under the P. R. deduction plan. . . . Welcome to steno-clerk Dolores Morris.

Traffic Departments

Salt Lake Gen. Agcy., Elaine Fotheringham.

In order that the Ogden members would not have to travel to Salt Lake, the October meeting of the Salt Lake Chapter of the National Railroad Women's Association was held at Ogden. . . . Tom Hewitt, G.A., has a beautiful new car. . . . Chief Clerk Don Fowle attended the Far West Institute of the US Jr. Chamber of Commerce held in Long Beach. . . . Your reporter and husband went deer and pheasant hunting and am happy to say came home with the limit.

Tucson, Phoenix; Ethel Langford.

Something-new-under-the-sun department is headed by the two new vacuum coolers for lettuce which have just been completed west of Phoenix on our line —one at Cashion and the other at Tolleson. . . . From all indications, winter tourist business is expected to be excellent. Tucson and Phoenix Passenger Departments are ready to go. First operations of Phoenix-Chicago Pullman car service started Nov. 21 and Tucson-Chicago sleeper Dec. 18. . . . Bob Dohse of Phoenix chart room has been enjoying his new car and Gene Hardyman expects to move into his new home by Christmas. . . . That wide smile George Hilt, supervisor of train service, is wearing is occasioned by the news son Harry will be able to spend the Christmas holidays at home. Lt. Hilt graduated from West Point last June and has been stationed at Ft. Belvoir. Mama and Papa are still popping buttons, they're so proud!

Watch your step around Russ Kesterson or you may step on his chin. Daughter Mary Ann and family have moved to Florida where her husband is having a fling with the Navy. . . . Bonnie Harbour, file clerk, Phoenix, and groom Windy are seriously considering name tags so they will recognize each other. She's working days and he is on a night shift for PMT. . . . Spots before the eyes may worry some, but not Dorothy Metzger, steno, Phoenix Traffic. She knows with a little turpentine she'll be as good as new and, besides, look at the fun she is having in her oil painting class at Phoenix College. Her painting was on display in the GF&PO. The gal is oozing with talent! . . . Dorothy McCleery, secty to GF&PA, Phoenix, was the envy of all in the office with her 3-weeks' vacation until it was learned she spent the last ten days in bed fighting a virus. . . . California commuter's list is still headed by P. E. Whitcher, AGF& PA, Phoenix. Don't think he even unpacked his bag between the American Assn. of Passenger Traffic Officers in Pasadena and the Western Growers Assn. convention in San Diego.

Cleverness often pays off in free advertising for SP. During the Red Feather Drive, mock loving cups made of funnels, tins cans and unidentifiable objects by E. Zimmerman and suitably inscribed by H. Gregory, Phoenix Car Shop, for presentation to 1st and 2nd place winners appeared in local newspapers and were displayed in the Valley National Bank. Mighty impressive looking!

Arizona welcomes a brand new mining town, San Manuel, located northeast of Tucson. Construction of a railroad from Hayden to San Manuel, about 29 miles, was expected to be completed about Dec. 15 and in operation about Jan. 1. . . . Congratulations to L. D. Cole, TFA, Phoenix, who completed his 18th year with SP in Oct. . . . Sure was a lot of tramping on our Welcome mat last month by those greeting Vice President W. G. Peoples. . . . The many friends of Bertha Lambert, retired steno-refund clerk, Phoenix, are pulling for husband Syd's fast recovery and discharge from Veterans' Hospital. . . . Sympathy to the family of James Abbot, retired ticket clerk, Tucson, who passed away October 20. . . . Mighty happy parents were R. E. Steinebach, head reservation clerk, and Mary, reservation clerk, Tucson, with sons Bob, Jr., and Bill home on a visit from the Navy. . . . That was no major fire in Tucson—just J. J. McCluskey, cashier, and W. T. Jones, DPA, blowing out their birthday candles.

NEW OFFICERS of SP Club of Ogden are shown with V. E. Anderson (seated), supt., Salt Lake Div., when they met to discuss plans for coming programs. Left to right: Joseph Roberts, pres.; Ben Norriott, VP., athletics; Hugh O'Neil, secty.

FRED P. HOLLINGSWORTH (center in dark suit) retired as MP&C clerk, Ogden, after 51 years' service. Associates gathered at Master Mechanic's office to honor him on his last day. He was No. 1 on Clerks' seniority roster.

Sacramento Division

Head Reporter: John A. Collins, Supt's Office, Sacramento. Assistants: Margaret Woest, Chico; Madelon Huber, Bill Birdsall, Roseville; Mannie Viera, Freight Station; Victor Vicari (photographer), Pauline Hutson, Engineering Dept., Sacramento; Eloise Spencer, Gerber; Dolores Rice, Supt's Office, Sacramento; Berenice Hall, DTB.

Bosses' Night, sponsored by the Railway Business Women's Association, Sacramento, was well represented by the "bosses" of SP and was a howling success. Everyone was delightfully surprised at the talent the SP gals displayed in the "Minstrel Snow," a part of the evening's entertainment. "Interlocutrix" Mildred Wingate introduced her two "end men," Virginia Jordan and Zilda Neswog; and Winnie Kemp led in singing deep South songs. Mary Nally was pianist for the chorus which consisted of Berenice Hall, Mae Herrara, Dottie Samuelson, Ann Langsdon, Noreen McDonald, Phyllis Amick and Nara Ramey. Jack Davis coached the act. "Blonde" Shirley Bice and "Brunette" Pearl Cook in black satin gowns loaded with "diamonds" and personality, did a hilarious take-off on Marilyn Monroe and Jane Russell.

Nice to see Jean Scanlon back at work after leave of absence and it's good news that K. R. (Pogie) Elderton is recovering from an eye operation and will return to work soon. . . . A warm welcome to Mae Herrera and Frances Murphy to office of DTB. . . . Lillian Barton, Gerber, who was written-up in the September *Bulletin's* feature "In Our SP Family" was married recently. . . . Don Failey has been in the SP Hospital and we hope he'll be back with us soon. . . . Master Car Repairer R. D. Young, still on sick leave, paid the office a visit and is looking very fit. . . . Clara Hartman of Telegraph office painted her house and is enthusiastic about her accomplishment. . . . Margaret Daley was given a bridal shower. . . . Trainmaster R. L. King and family visited relatives in Missouri; Chief Clerk Buck Reeves spent his vacation in San Diego and Pass Clerk Gene Netherton spent his vacation studying in the State Law Library.

Roseville: Vacations: Conductor A. L. Bradley spent most of his time fishing in Truckee where he caught a 14 lb. rainbow trout; Conductor J. H. Eberly and family visited relatives in Los Angeles; Fireman Kenny Kendall and wife went to San Francisco and Las Vegas; Conductor and Mrs. George Martin took a 5-week cross-country trip; Machinist Hermon Wilson relaxed in Ohio. . . . Machinist Tom Silva and family, with Machinist Gene Gordon from Bay Shore, visited Canada: Engineer Glen Minard and wife went to the Calaveras Big Trees; Yardman Shafter Young to Tule Lake for duck hunting; Conductor Ira Odle to the Panama Canal; Engineer and Mrs. C. E. Jacobsen to Kansas. . . . Conductor Carl Billings and wife went duck hunting at Lake Eastman; Fireman Martin Wagner spent two weeks deer hunting at Dunsmuir; Trainmaster E. C. Watson and his wife went deep sea fishing at Monterey (and caught some beauties!) and Yardman John Kupina en-

joyed a very successful deer hunting safari. . . . Messenger Mary Smith spent her vacation visiting her son in Modesto; Yardmaster Oakley Neary and wife visited relatives at Oxnard and went to Catalina; Clerk E. U. Massie hunted elk in Idaho and Engineer and Mrs. Charles Novack went trout fishing at Truckee. . . . Switchman Kenneth Kamrar won a trip to Monterey on a TV show. . . . Clerks in the Master Mechanic's office enjoyed candy in honor of Suzan, infant daughter of Rozan and Tony Prizmich. . . . Good to see Lucy Compton, clerk in car shop, back after being in General Hospital. Best wishes for speedy recovery to Machinists Fred Von Fluee and Clare Witham and Yardman Edward Adey.

General Stores

Head Reporter: Jim Warwood, SF. Assistants: Phil Burks and John Rhoads, Sacto; John Diaz, Geo. Gerichten, West Oakland; Edythe Flood, El Paso; Leo Keller, Brooklyn; F. I. Edwards, LA.

San Francisco: Welcome to Dorothy Johnson, typist in the voucher bureau. . . . Harry Parigini, head stock book clerk, Sacto. General Stores, stopped in to say hello. . . . Joe Valdez, Jr., correspondence clerk, spent his vacation working in his yard and Voucher Clerk Margaret Cooper took her week just resting. . . . The gang that works those crazy mixed-up crossword puzzles has finally given up; but not so with Flo Walker, typist, who just tries again and again.

Brooklyn: Scrap Cutter Fred Pal and Crane Engineer Harry Yeager recently entered the "gallon" class of blood donors. . . . Helper George Gould, amateur photographer, had one of his pictures published in "The Oregonian." . . . Vacations: Commissary Helper Jack Adamson visited relatives in Boston; Division Clerk Bessie Dindia went to San Francisco, Reliefman Jim Schell to Kentucky, Sam Akagi, bill & invoice clerk, toured British Columbia; Clare Lindley, storekeeper's clerk-steno, visited San Francisco.

West Oakland: Laborer Epic Perea was inducted into the armed forces. . . . Welcome back to Roberto Silva, truck driver, who returned from military service with a chestful of medals, among them the Combat Infantry Badge and the Korean Service Badge. . . . Hope to see Section Stockman Jimmie Wheatfill, Stockman's Asst. Frank Rokusek and Store Clerk Fred Vargas back at work soon, completely recovered from their illnesses. . . . Vacations: Reqn. Clerk Alice Booth toured the South; Floyd Connett, lumber yard foreman, went to the Grand Canyon; those remaining at home were Timekeeper Minnie Miller, Waybill Clerk Charles Blois, Steno Mary Torquemada and Stockman's Asst. Gustavo Ramos. . . . Welcome to Pauline Lucas who transferred to our office from Tracy Stores.

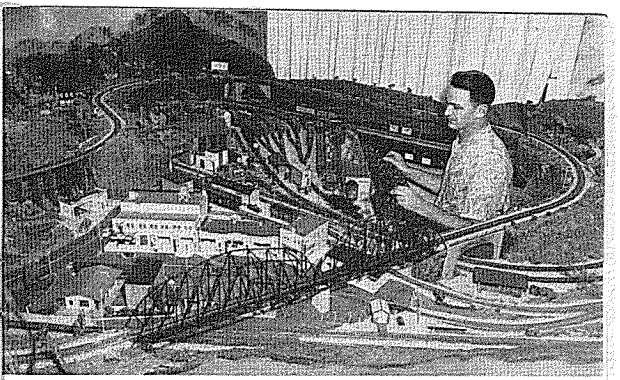
Sacramento: Merle Garneu, helper at Carlin Store, did well for herself while hunting; she got a beautiful buck. . . . Nice to see Eva Carrera, purchase bill clerk, back at work after her recent illness. . . . George Perry, truck driver, paid us a visit last month and is looking well. . . . Alfred Gomez has left for the armed forces and Joe E. Amaro has returned to work from the Army.

Western Division

Head Reporter: Bob Knox, Oakland Pier. Assistants: Marjorie E. Perkins, 5th & Kirkham; Harry W. Larsen, West Oakland Diesel Shop; J. Splendorio, West Oakland Roundhouse; E. R. Stevenson, Stockton; A. J. Rutherford, 16th St. Station; Dolores Serpas, Suisun; Charlie Williams, Electrical Dept., West Oakland; R. Tufveson, Berkeley; Johnnie Francis, West Oakland Car Dept.

Suisun: Fireman E. S. Marquette moved up to Fairfield from Oakland. . . . Engineer C. V. Miller moved back to Oakland. . . . Fireman S. Daigh spent a few days in Southern California. . . . Engineer J. E. Maxwell went hunting in Nevada, came home with a deer. . . . Vacations: Engineers W. C. Scheiding, in Southern California; H. D. Counter, in Nevada trying to get a deer; B. A. Stuart, in Texas visiting relatives; J. H. Wolfskill, hunting deer; L. V. Brink, taking short trips around the country; and Fireman C. R. Cleaver, at home working and studying for engineer's examination.

Berkeley: Foreman T. F. Lopez spent a week at Canby deer hunting—no deer. . . . Foreman E. S. Shandrew visited in Utah and Wyoming, and bagged a 700-lb. elk and a deer. . . . Industrial Clerk M. Carraher spent a vacation at Blue Lakes. . . . Ticket Clerk F. E. Dunham keeps in condition by walking from Berkeley Station to his home



HE OWNS A RAILROAD: Three years ago, Conductor Robert Ryder, Coast Div., began building this railroad in his den. Now, aside from the miniature town he has built, Ryder has 55 cars, seven locomotives and one streamlined train, all electrically controlled. His love of railroading comes natural. His father, John D. Ryder, also is a Coast Div. conductor with 43 years' service.

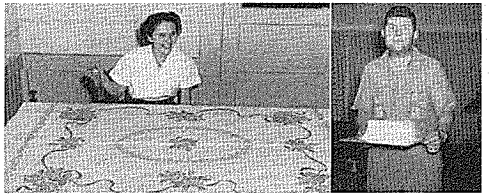
in the El Cerrito hills. Takes 65 minutes to cover the four miles.

Timekeeping: Joe Dias, head timekeeper on the motive power, surprised his co-workers by turning in his bachelor button for a wedding ring. . . . Leonard Reaves, insurance clerk, returned after a leisurely trip through Mexico. He now speaks Spanish like a native. . . . Hal Groome has left Timekeeping Bureau after many years as head timekeeper of the Engine Desk.

5th and Kirkham: Congratulations to Phoebe Oakes, who returned from a visit to Portland with a big rock on the 3rd finger, left hand. . . . Vacations: Clerks Cleland Dickinson and J. Pitta spent part of their time felling trees; Cashier William Millard went hunting in Modoc County; Clerk Emma Graf visited her children in Los Angeles; Clerk Doris Luman visited relatives in New York, Rhode Island and other eastern spots; Clerk Ethel Curtis visited Los Angeles.

West Oakland Yard: Terminal Trainmaster T. F. Goodwin made a tour with his wife to Washington State, Vancouver, B.C., and Reno. . . . Gladys (Suzie) Edwards, clerk to Terminal Supt., made a trip to Illinois. . . . George Walker, steno-clerk, a right handy man in the Chief Clerk's office visited Los Angeles. . . . Diversion Clerk Walter Johnston was among the entertainers at the recent Old Timers' reunion at Oakland, singing bass in the Barbershop Quartet. For the past ten years many railroaders have read his articles on the history of Oakland in the Sunday *Tribune* "Knave" column. . . . Chief Crew Dispatcher Jack Duffy has been ill at General Hospital but is on the road to recovery.

West Oakland Roundhouse: Piper Helper Peter Capetanich and fellow bowlers were invited to a turkey dinner at Clerk Lee T. Fouche's home. . . . Engineer Elmer Notsinger won a $50 4th place prize in the Rodeo Bass Derby. . . . Happy to see Boilermaker Helper Richard Cline without his cane. . . . Pipefitters Frank Lendich, G. Kellakis and Piper-helper S. Raduly came home with five 12-lb. bass each. . . . Plans are being made by Hostler-helper Frank Castro and wife to visit his homeland in Hawaii. . . . Labor Foreman E. L. Richards was visited by



SHE WON—HE DIDN'T, as you can tell by their expressions. They are Willd Mae Rogers, steno, and Herbert Armistead, pipefitter helper, both of Bakersfield, who exhibited their wares in the recent Kern County Fair. Willo Mae's linen table cloth, which she embroidered, won 1st prize. The cake Herb baked didn't win a prize, but he'll do better next year, he says.

his sister and family from New Orleans. . . . Vacations: Pipefitter Helper A. Gomes and family in Las Vegas; Engineers W. Nofz and Elmer Notsinger at Nofz's summer home in Santa Cruz; Blacksmith L. McKinley and Machinist Guy Yeggy came home with limited catches of bass each day of their vacation; Piper H. Kessell and wife visited in-laws in Mexico; Machinist W. L. Walker bagged two deer; Machinist H. Cockrell moved to a new home while on vacation.

16th Street Station: Asst. Baggageman Louis G. Frankfurth enjoyed a vacation. . . . Wife of Baggagemaster Richard Stillion was in the hospital for a few days. . . . Head Clerk Howard Clark and wife visited their daughter in Florida.

Oakland Pier Engineering: Instrumentman Ray Adams vacationed down Mexico way, returning via Las Vegas. . . . Instrumentman Tom Lewis, serving as cargo officer aboard the USS "Caliente" somewhere in the South China Sea, has written a letter telling the advantages of being in the South Sea Islands. The boys have reciprocated with a book length novel of the doings around the office. . . . Instrumentman Bill Hollingsworth on temporary leave to serve as assistant engineer on Salt Lake Division. . . . Assistant Engineer Dell Smith has returned from touring the Eastern States.

Telegraph Office, Oakland Pier: Welcome back to PMO Ruth Dalton and Telegrapher J. R. Nicholson who had been off some time. . . . A speedy recovery to Agent Max Arnold and Relief Agent B. A. Flautt. . . . A hearty welcome to new Telegraphers Robert T. Colston, Kerman; and R. L. Rayborn, Napa. . . . Relief Manager Wire Chief J. W. Parness is convalescing at home.

Superintendent's Office: Get-well-quick wishes to Clerk Anita Brewer, Accident Bureau, who is in the hospital. . . . Best of luck to Asst. Head MofW Clerk Morgan O'Connor, who transferred to Chief Engineer's office in SF. . . . Steno-Clerk Agnes Kreder is now working in General Office. . . . Welcome to new Asst. MofW Clerk L. O. Herring. . . . Sympathy to Transportation Clerk Kate Smith, whose brother passed away. . . . Best wishes for a speedy recovery to Clerk Myrtle Schultz. . . . Welcome back to Mail Clerk Teddy Klehs after sick leave. . . . Trainmaster's Clerk Gladys Wells vacationed in Mexico.

When traveling through Stockton the crew of Extra 4308 noticed a house ablaze. They stopped the train and aroused the occupants, the Jack La Rue family, who later in a thank-you note said that another 15 minutes would have destroyed their home and possibly the family. The alert crew consisted of Conductor M. S. Dormedy, Brakemen J. A. Gregory and M. E. Lord, Fireman J. E. Miller and Engineer Budd Le Vake.

Stockton: OS&D Clerk Virginia Baldwin retired September 30, after 29 years' service. . . . Roundhouse Foreman V. A. Milligan, at Stockton for the last nine years turned over his duties to Roundhouse Foreman C. J. Williams on October 31. He has transferred to Suisun. . . . Welcome to James R. Gunn, transferred from Oakland to District Freight and Passenger Dept. as chief clerk. He replaces Al Grennan, who was promoted to city freight agent, Oakland District Office. . . . Welcome also to Darrell D. Burney, ink report clerk, Chief Dispatcher's Office.

Coast Division

Head Reporter: Robert J. Conley, Supt's Office, SF. Assistants: Mary McHugh, Supt's Office; Paul Mundt, 4th & Berry Local Freight; Fred Romani, Bayshore Shops; Hilda Lowrence, San Jose; Sally Jones, San Luis Obispo; Ralph J. Peterson, Watsonville Jct.

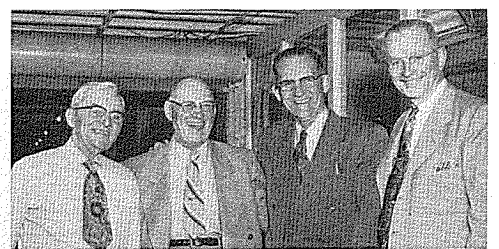
Superintendent's Office: A worthy showing was made by Coast Division in the United Crusade Drive. Contributions more than doubled those of 1953. Success was credited to leadership of Campaign Chairmen: Master Mechanic Frank Kurz, San Francisco; Freight Agent Herb Perry, San Jose and Roadmaster W. H. Gelzinnus, Watsonville Jct., and the excellent teamwork of supervisors, team captains and solicitors.

Mabel Jones returned following a long illness. . . . Larry and Ann Patton returned from vacation at Lake Tahoe, where they recently purchased a cabin. . . . Bray Laird returned from a local vacation. . . . Ray Leahy returned in good physical condition following a long siege of illness. . . . Road Foreman of Engines Lance Proudfit feels good after his vacation, which was spent on a Utah hunting trip, resulting in two deer for Lance. . . . Jimmy O'Connell vacationed in Reno and Joe Graham in Seattle. Joe and Mrs. Graham also attended the wedding of their son in Washington, D.C. . . . Minnie Loesch returned from vacation. . . . Eddie Wright, who recently became a grandfather, vacationed in Ogden and Fred Rogers in Yosemite. . . . A new employe in this office is Ed Cereghino, who will report to the New York Yankees next season.

4th and Berry: Charlie Hamilton, receiving clerk, is back from a vacation through Colorado, New Mexico, and Nevada. . . . Herb Reichley's latest hobby is working crossword puzzles. . . . A likeable young man working in E-1 is Mike Mannion. . . . Ray Sahut has been walking on "Cloud 17" since his daughter Barbara was elected Queen of "Mission Day" for Saint John's Girls High School.

Death of Clayton Frederickson in an automobile accident Nov. 3 came as a great shock. . . . Vincent Cosio didn't have any luck bagging a deer when he went deer hunting but came back with the limit of ducks and geese. . . . Ann

172 YEARS TOTAL SERVICE and still going strong, these four West Oakland Stores men flash a hale and hearty smile for the camera. L-r: Division Clerk Myles F. Noonan, District Material Supervisors Victor Naylor and Fred Franke, Asst. Gen. Storekeeper S. L. Bouque.



and Paul Stepp spent their vacation at Las Vegas, Grand Canyon and the southland. Upon returning to their newly-purchased home on the Peninsula they were given a surprise house warming by about 60 friends. . . . Kathleen Hanley, daughter of Margaret Hanley, was married Oct. 2 to Walter N. Clarke. . . . Jewel Howard, of the night force, was operated on at SP Hospital. We wish her a speedy recovery. . . . It is good to see Jean Stewart back on the job after her recent illness. . . . We are very sorry to hear of the illness of Susie Harding's father. Susie's son, Hale, is here on furlough from Ft. Lewis.

Ladies of the "Together Again Club" had dinner Oct. 29 at Veneto's. A delightful evening was spent visiting with old friends. Attending for the first time were Ida Hanley from Bethel Island, and Helen Fuerey from Oakland. New officers are: Margaret Hanley, pres; Blanche Anson, secty; Clara Gotelli, treas.

Peninsula Area: The San Jose "Mercury" gave recognition to Southern Pacific activities in the Red Feather campaign. A photograph showed Herb Perry, local chairman for SP, making the presentation to the Campaign. . . . Carolyn Marshall, daughter of an SP family, won the title of football queen of San Jose High School. She is the first sophomore in the school to be so honored. The 15-year-old queen is the daughter of Oneita K. Swain, roadmaster's clerk, San Jose, and the step-daughter of Jimmy Swain, car clerk, San Jose. Her equally pretty sister, Barbara Marshall, is in the Auditor Miscellaneous Accounts Office in San Francisco.

Queen Carolyn

Monterey Bay Area: Arthur Hollister, yard clerk, and Orwin Wagoner, clerk, Watsonville Jct., have been in General Hospital. . . . Robt. Rice, conductor at Watsonville Jct., returned from fishing trip in Northern Calif. . . . The United Crusade got off with a bang in Watsonville and Watsonville Jct. on Oct. 16. Chairman W. H. Gelzinnus, roadmaster, was master of ceremonies, guest speakers were J. J. Jordan, supt.; K. C. Ingram, asst. to president; and Q. B. Payne, trainmaster. . . . Condr. Chas. Clyn, Engineer Earl Chever, and Roundhouse Clk. John Donahue, Watsonville Jct., have been on the sick list. . . . A. Whittmeyer, water service mechanic, returned from vacation in Denver. . . . A. Parks, water service mechanic, vacationed in New Orleans. . . . Martin Coolidge, went hunting and brought back a large buck.

San Luis Obispo: Congratulations to Engineer and Mrs. Elmer F. Hoover who entered two pure-bred three-year-old fillies at the recent Pomona all-Arabian horse show, the largest show of this kind in the United States, and walked off with first and third awards in their classes. Hoover reports there were 238 pure-blooded Arabian horses entered. . . . Dispatcher's Clerk Harold Jaeger was appointed chairman of the 1954 Christmas Seal sale, a worthy cause. . . . Congratulations to Art Fogg, clerk in the Freight Office, on scoring a hole-in-one, on the Morro Bay course. This is his second.

Sympathy to the family of retired Engineer J. L. Farley, who passed away. . . . Fireman D. P. Kaplan was seriously injured in an auto accident. . . . Engr. J. V. Bello says he certainly enjoyed his vacation in Mexico City. . . . Road Foreman of Engines L. E. Proudfit, Engineers R. B. Galbraith, E. L. Webb and S. E. Horne enjoyed a hunting trip in Utah. . . . George Mello, yard clerk, went hunting in Modoc County. . . . Fay Keely, chief telephone operator, visited New Mexico and Texas. . . . Tony Domingos, assistant chief yard clerk, vacationed in Berkeley.

Bayshore: A Safety Meeting was held recently, showing the movie "Wrong Way Butch" which depicted unsafe working methods that invariably cause serious personal injury. Brotherhood committeemen called upon to speak were: John Marchesi, Carmen; Morris Shuey, Pipefitters; and Paul Nagle, Machinists. E. Rugani, master car repairer, and B. M. Ersepke, general foreman, motive power, conducted. Speakers included E. Hoglund, gen. car foreman; D. Horgan, asst. gen. storekeeper; G. Jones, safety supervisor; F. Kurz, master mechanic, and J. J. Jordan, supt. . . . Several employes from Bayshore attended the SP Club Big Game Dance at the Fairmont Hotel Nov. 13 and participated in the festivities enjoyed by a crowd of approximately 600. John Lambert was winner of a pair of Big Game tickets and Jack O'Connor sold the ticket that won the other door prize, also a pair of Big Game tickets. . . . Vic Weinman is back to work after an operation. . . . Tom Hughes, machinist helper, visited friends and relatives in Arizona.

CONFERENCE of division chief clerks and station supervisors was held in San Francisco November 4. Participants in the all-day session, conducted by FPM&SS, are shown above.

Portland Division

Head Reporter: Howard Bailey, Supt's Office, Portland. Assistants: Louis S. Dennis, Coos Bay; Thelma Greer, Roseburg; R. J. Higgins, Medford; A. E. Luther, Salem; Conrad Morasch, John M. Thew, Brooklyn; June Middleton, Don Richardson (photographer), Portland; Edith Luke and Pearl Damewood, Eugene.

Construction of a multi-million dollar paper manufacturing plant on a site along SP tracks near Albany will start soon. Production of the newly organized Western Kraft Corporation should amount to 100 tons of Kraft paper daily, it was estimated. . . . At a recent luncheon in Portland 315 years of railroading were "rehashed" when veterans C. C. Wilson, W. G. Burt, C. O. Hosmer, Fred Frederickson, Al Crockard, Fred Jost, and Frank Palmer were guests of Supt. L. P. Hopkins. . . . The following item appeared in the 1953 December issue of the *Bulletin:* "October was 'D' month for Clerk Jimmy Crivella, Tillamook, who bagged two deers, or dears, or rather one of each, shooting a buck and being presented with a new daughter by his wife." Well, darned if he didn't do it again! Another buck and another daughter in October, 1954. . . . Chief Clerk Frank Baldwin and Cashier Paul Rising, Grants Pass, caught one 25-inch steelhead which reportedly took both of them to land. . . . Stan Robson, John Roberts, Dale DeWitt and Les Robson, Brooklyn shops, went to Eastern Oregon one day and returned home that night, each with a buck. . . . Despite the bad luck their first time out, Otis Yates and Ray Snider of Timekeeping Bureau, along with General Foreman's Clerk Lloyd Lister, undauntedly returned to the woods. Now all three have lockers full of venison. . . . Others who have got their kill are Lyle Anderson and Eddie Hval, carmen; Joe Costa and E. V. Nelson, Park Street, Investigator Bill Gay and daughter, Ruth.

Telegrapher Orlin Jensen, at present with Uncle Sam, writes from Fort Ord saying he hopes to land in the Signal Corps. . . . Telegrapher Stanley Parrott and family enjoyed a November vacation in Wisconsin. . . . Sympathy to Engineman Instructor Vern Thompson, whose wife passed away, and to Clerk Lottie Morasch, who lost her mother. . . . George Leslie, who retired last year as asst. supt. in charge of car service, stopped in to say hello. . . . Clerks M. B. VanEaton, A. J. Arellano and J. C. Voiss and Telegrapher E. L. Walton have returned from military service. . . . H. U. Farrow, cashier, Corvallis, retired after 36 years' service. . . . Messenger Tillie Mohr is in Gen. Hospital. . . . It's good to see Choreboy Operator O. C. Timmons at work after his illness. . . . Our Brooklyn reporter, John Thew, vacationed in Grand Tetons and Yellowstone Park returning via Montana where in the old mining town of Virginia City he ran into retired Foreman Charles McQuaid and the two spent the evening discussing railroads. . . . Timekeeper Larry King, Park Street, is the proud owner of a new boat and anticipates depleting the salmon population.

PORTLAND RAILWAY BUSINESS WOMEN'S ASS'N, a newly-organized group, held its inaugural banquet a few weeks ago. It is the 42nd chapter in the US and its membership already has passed 70. Edna Page (3rd from left at head table) of Freight Traffic Dept., is 1st vice pres. Other RBWA chapters located in territory served by SP are at San Francisco, Sacramento, Salt Lake, Los Angeles, El Paso, San Antonio, Houston, and New Orleans.

General Office

Aud. Frt. Accts., Des Sekany.

Mary Donahoe, statistical bur., can personally vouch for the spirit of our friendly railroad service as she and her party were accorded same by the station force while recently visiting Palm Springs. . . . Helen McCarthy enjoyed her vacation at Las Vegas. . . . In the first annual Freight Accounts office Handicap Golf Tournament, Sal La Conde, revising bur., carried off the Grand Champion Trophy with a net score of 60. Irving O'Neill, government bur., was runner-up with a 64. Fred Hoffman, overcharge bur., annexed Low Gross honors with Lloyd Darnell winning the Blind Bogey award and Leo Carroll the consolation prize. . . . The second AFA Bowling Sweepstakes found many new champions crowned. The trophy winners were: Paul Lazootin, high game; Gerald Tuttle, handicap series; Al Cranstone, high game; Tom Pipp, handicap game and Bob Sinclair, consolation. Team champions were John McAdam, Roy Babb, Brad Casoly and Gerald Tuttle. . . . A turkey drawing held in conjunction with the event was won by Dave Wade and Marvin Ellentuck.

Freight Claims: Jack Nugent, SF; Don Millard, LA.

Kevin Harrington went to SP Hospital for an operation. . . . V. McKeon spent one week at Cazadero recently. . . . Stanley Griffiin took a week off puttering and putting, puttering around his house in Burlingame and putting on the golf course. . . . F. A. Kiehne, special claim adjuster, had a strike in the making the other night when bowling. His form, his delivery and follow-through were all perfect. There was only one thing wrong: he couldn't release the bowling ball!

Aud. Pass. Accts., Norma Rawlings.

Vacationers: Ethel Ritchey who visited Ohio and Ida Tillery who toured Canada. . . . Best wishes to Frances Courteau who has been ill. . . . Helen Bodeman has returned to Passenger Accounts after gifting the Bodeman clan with a new heir. . . . Nancy Rainey visited our office recently to show off her 20 month old "bundle of joy." . . . Word comes from Saudi, Arabia, that Le Nay (Peterson) Russell is awaiting the arrival of the new Russell gem. Le Nay was one of our favorite ski queens. . . . Ginny Yee decided "there's no place like home" so bought a new home in old SF. . . . Ruth Sorensen, Fran and Dan Boone, Armida Richardson and Dot Wallace have all purchased new cars. . . . Sympathy to Maud Cordone in the loss of her father, and to Eldora Bosanko and to Ted Zeiss, whose mothers passed away.

COMMUNITY CHEST "VICTORY" DINNER was held by these SP folks at Tucson to celebrate the success of their efforts in aiding the recent drive. And the celebration was richly deserved, for Southern Pacific was one of four organizations whose employes subscribed more than 200 per cent of their quota! Chairman of the committee was tireless Leroy Magers (standing, 6th from left), asst. chief clerk, Supts. Office, and head *Bulletin* reporter, Tucson Div. Other excellent records were made at Phoenix, where the drive was conducted under co-chairmanship of Roy McFate, crew dispatcher, and J. F. O'Donnell, trainmaster's clerk; and at Yuma, where Yardman F. M. Timmerman was chairman. A total of around $14,000 was subscribed by the three cities. To the generous Arizonans—congratulations!

Aud. Misc. Accts., Barbara Bustin and Charles Wohlken.

Mil Sullivan probably looked at more heads than a barber last month—he counted them for the Stanford Research survey. . . . Rose Ugaldea visited us and is looking wonderful after her illness. She hopes to return to work soon. . . . If you want to find out just how long four years can be, ask Jim Figueira, who was that long in the Navy before rejoining us. . . . New president of the SP Rod and Gun Club is our own Ed Schacht, who takes over the reins for 1955. . . . Late vacationers Bill and Gladys Rumsey went to Las Vegas; Edith Welham toured Hawaii and acquired a beautiful winter tan. . . . There were many familiar faces at the Big Game Dance. Among the fast steppers were Jo and Dud Rich, Jim Kuhns, Betty Cecchi, Dolores Mijares, John Downing, Richard Williams, Pat Miravalle, Bob Skavlan, Myron Raphael, Ross Pelton, Jeanne Hollingsworth, Eleanor Berkner, Bill Klein, Dennis Hull, Max Wellborn, Clara Heinrich, Barbara Bustin and Charlie Wohlken. . . . Welcome back to Marilyn Rossovich—the proud mother of a beautiful daughter. . . . A warm welcome to newcomer Ross Pelton.

Motive Power Dept., Ken MacGregor.

Members of the MP Dept. have been in quite a party mood. Lorraine Moretti held a party at her home, serving a wonderful turkey dinner with all the trimmings. Present from the office were Dorothy Nicholas, Lee Hocker, Bill Presho, George Stallings, Riley Kelley, George Schoffield, Bob Hayes, Lee Beasley, George Renucci and Ken MacGregor. . . . And then your reporter served a Sukiyaki dinner in true Japanese style, including the chop sticks.

The former Test Department is now known as the "Research and Mechanical Standards Bureau" and is located at 10 Spear Street, SF. P. V. Garin is engineer of Research and Mechanical Standards Bureau. A. S. Pedrick is asst. engr. Ed. Putryae and A. E. (Buddy) Newell are supervisors. . . . Welcome to Nancy Blake, Betty Faulkner and Marjorie Millett to steno bureau; Don Stover, Fred Johnson to file room; Gary Knouf, Tom Jinkens to AAR bureau; and John Crawford, Harold Penn, Malcolm Mangan, Bob Etzel and Niel Johnson to drafting room. . . . New car owners are Ray Brown, Buddy Newell and Ray Mac-

donald. . . . New home owners are Shirley Cottingim, Westlake; Tony Chavez, Fred Prett, Linda Mar; John Luhrs, Eastbay; and Bill Darby, Howard LeMay, Peninsula. . . . "Mac" McClain is with us again, looking very well after his sick leave. . . . On behalf of their friends in the office, S. M. Houston presented newlyweds Charlie and Noel Barber with several pieces of china of their favorite pattern. . . . Max Kopyn's mother and father recently celebrated their 50th wedding anniversary. . . . Late vacationers who stayed close to home include Jack Perry, George Starkweather, Harvey Hebuck, Gene Egan and George Boden.

Gen. Passenger, SF, C. R. Miller.

Ted Keller, supervisor of our Portland Reservation Bureau visited us for a few days studying our methods of doing business. . . . Elsie Roush, goodwill ambassadress, is in Mexico and will give us details later. . . . GPA T. L. Chess, recently appointed Vice-President, National Defense Transportation Assn., traveled to Las Vegas to attend meeting of the American Convention Institute. . . . Charles Hardy, who is now in business in Paso Robles, stopped in to say hello the other day, as did Bob Hunt, from our Eugene office.

Vacations: Office Manager Bill Quinn stayed home doing repair work; Bob Gray organized things in his new Cupertino home; Eda Cubicciotti remained home, entertaining guests; Jerry Miller toured the east, visiting the famous battlefield of Chickamauga at Chattanooga, strolling along the boardwalk at Atlantic City and seeing New York and Chicago. . . . Milt Lazansky went to Florida. . . . Joe Hanrahan liked the early rains and beneficial effect on his Santa Rosa garden. . . . Frank Paquette says the SP Legion Post is planning a fine Christmas party for the kiddies. . . . Maestro Les Holmes is progressing nicely with his violin studies. . . . Ernie Siemer will have many roses to prune this year.

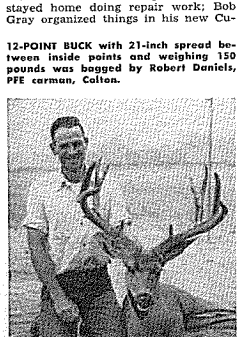
SF District Passenger Office: Don Wicks purchased a new motor boat. . . . Jim Phillips vacationed in Carmel while S.P.A. Cliff Bottjen traveled to Idaho. . . . Tom Norman is busy working on the Rose Bowl-bound travel for New Years Day. . . . Ski-champ Johnny Lubimir is working up group moves to the snow country, as well as keeping a watchful eye on the Shrine football classic at Kezar. . . . Secretary Nell Seagrave got a new hair-do and went visiting in Los Angeles. . . . Charles Kremer is always busy with his crew of train-checkers.

SF Reservation Service Agency: Helen Coppinger's new granddaughter sure is a beauty and is "Grandma" ever proud. . . . Patricia MacPherson worked very hard on the United Crusade Campaign. . . . Carol and Ray Morgan took their vacation just idling around the country; Leo Crandall followed the pony express trail into the Jackson Hole Country, Wyoming. . . . Cliff Robinson was best man at his brother's wedding in Fresno . . . Marian Achterman has returned from visiting her sister in Kentucky.

Aud. Pay Roll Accts., F. J. Silva.

Bill Gibbs was honored by the California Automobile Association as the result of being the 300,000th member. They gave him a pen and pencil set. . . . Ernie Howard, proud father, keeps his pockets full of photos of the recent addition. . . . Welcome to Helen Fisk, key punch operator, and to Claire Whittle, who worked with us before. . . . Laura Vetter expects to spend Christmas with her Air Force son, who will arrive from his station in Mississippi. . . . Ham Dean attended a reunion of his wartime shipmates at the Waldorf Astoria. . . . Opha Sumner enjoyed a visit with her relatives in Arkansas and Oklahoma City. . . .

12-POINT BUCK with 21-inch spread between inside points and weighing 150 pounds was bagged by Robert Daniels, PFE carman, Colton.



RECENTLY RETIRED were (l-r) Florence Curnow, clerk, Aud. Frt. Accts., SF, 36 years' service; Evelyn Flanagan, clerk, Law Dept. file room, 30 years; P. H. Brophy and J. T. Houghton, machinists, Ogden, 50 and 42 years respectively.

Best wishes to John DeMartini, who transferred to Office of General Auditor. . . . Deepest sympathy to Ruby Pettit in the loss of her father and to Marguerite Francois in the loss of her mother.

Los Angeles Division

Head Reporter: L. E. Paddock, Supt's Office, Los Angeles. Assistants: J. Ann Macon, Supt's Office; Anna L. Graham, Dist. Timekeeping Bureau; H. T. Grounds, MP&C Dept.; Barbara Patterson, Colton; Bernice L. Monroe, LA Yard; Jasper L. Kennon, LA Local Freight; Elsie L. Tucker, Oxnard; Dawn Lawrence, El Centro; E. M. Maldonado, Indio; Jack DeLaney, Long Beach.

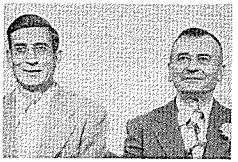
Welcome to Betty Dwyer, transferred from San Joaquin Division. . . . Good to see Leo Blair back in the office after his illness. . . . Rapid recovery is hoped for Troy Moore who is recuperating in General Hospital. . . . Conductor David Ryams is making plans for the 6th annual weekend "South of the Border" fishing excursions which he and his son conduct. The first 1955 fishing trip will leave LA via SP for Calexico in the middle of January. . . . Vacations: Vi Johnson to New Orleans; Grace Sandschuite to the midwest; Ann Macon to Texas and Mississippi; Dorothy Peterson to Bakersfield; Oscar and Vivian Coleman to San Francisco. Bill Ecklund relaxed in Denver; Larry Squires went to Minnesota; L. E. Paddock spent his last week at Bubbling Well near the B Bar H Ranch; Jack Shaffer spent most of his 3rd week's vacation on the sick list. Other vacationers who stayed near home were Helen Bartlett, Beverly Gunderson, W. E. Lindberg, A. E. Johnson and E. A. Weisman.

LA Freight Station: Vacations: Mike Gonzales visited SF and El Paso; Walter Makin and wife went to New York; Alfred Nagel and his wife relaxed at Morro Bay and Peggy Best enjoyed the races at Tijuana. . . . The E. M. Reneer and F. H. Roger families hunted deer together in the Sierra. . . . Herbert McGowan visited Texas, seeing three of his sisters for the first time since 1942. . . . Augustine Marquez visited his daughter in Riverside; Herman Blumenthal and wife went to San Francisco; Florencio Castillo visited relatives in Mexico; Lawrence Willin enjoyed his hobby of collecting precious stones and gems in Blythe.

Joe Norris built his son a playhouse but said something went wrong; the bottom of the house is 8 ft. square and the top 6 ft. . . . Back working in the sheds after a short leave is Bob Jackson. . . . Burl Murphy, M. Bernheim and Martin Hutson have bought new cars.

Will White, Rubin Ruiz, Rudolph Duare and Rosario Aros back at work after being ill. Get-well wishes extended to John Salata, Manuel Molina, C. P. Jack, Clarence Mair, Ted Meyers, Gabriel Munoz and P. C. Vera.

Oxnard: This year marked the biggest beet crop the American Crystal Sugar Company of Oxnard has ever had. A total of 10,924 carloads of beets passed through the Oxnard yards; 6,202 carloads from the Imperial Valley, 3,117 carloads from the San Joaquin Valley and 1,605 carloads from the coastal area. . . . Vacations: Robert Shade went fishing along the Klamath River and Lyman Crowl went to Canada. . . . Joe Lavin in the hospital recuperating from



PETE SARDELICH (right) boilermaker, Sacto Shops, retired after more than 44 years' service. Carrying on in his dad's footsteps is son Harold (left), sheetmetal worker, who has been at the Shops since 1929. Both men are well known and well liked.

an eye operation. . . . Welcome to Yard Clerk Stanley Bentz who has returned after being on sick leave.

Taylor Yard: General Yardmaster G. J. Matt returned from vacationing on his Apple Valley ranch with a beautiful tan. . . . Asst. Term. Supt. W. R. Morley has just purchased a new, very long car.

El Centro: Trainmaster W. F. Currier and Chief Clerk K. L. Nunn went to Salinas to inspect methods used to transmit waybills via teletype in connection with forthcoming perishable season billing for the Imperial Valley. . . . Welcome to new agent, H. A. Williams. . . . Conductor James Petrie and his wife, Sue, chief telephone operator, El Centro, have moved into their new home. . . . Asst. Trainmaster Jerry Green and his family have moved from San Diego to El Centro and will live here. . . . Conductor F. T. Hornback has returned to the Valley after spending the summer in passenger service in Los Angeles.

Indio: Engineer Darrel Kendall vacationed in Washington. . . . Nice to have Water Serviceman Darrell Davis and his family back in Indio. . . . Engineer Bob Allender attended the VFW council at San Francisco. . . . Engineers Garrett White, Wirt Snuffer and J. L. Simmons, with Garrett's son, Gary, went deer hunting in Utah and had excellent luck. Speedy recovery to Yardman Alfred Gagnon, Conductor A. T. McGuire and Clerk Clifford Stephens.

Conductor Frank Reynolds is a busy man. Besides his regular daily run on the Niland-Ogilby local he is taking a big part in civic activities with the Niland Chamber of Commerce, is chief of the volunteer Fire Dept., and is leader in a drive to purchase a new Fire Dept. ambulance. Frank and his wife, Marjorie, are trained in Red Cross first-aid work. Authority for this information is Frank's "press agent," Mrs. L. M. Sorenson, wife of B&B foreman, LA Div.

Tucson Division

Head Reporter: Leroy Magers, Supt's Office, Tucson. Assistants: Evelyn Hunter, Ruth Love, Tucson; Paige Foreman, Nogales; Nadine Ingersoll, Phoenix.

Harold (Sonny) Welsh, crew dispatcher, Tucson, had his deer at 7:30 AM first day of the season. Probably had it tied up waiting for daylight. . . . Investigator R. Q. Harmon was another hunter reporting a deer. . . . Steno Sue Robson has returned after some weeks absence because of illness. . . . Kay Herman, steno, Dispatchers' Office, returned after an operation in SF General Hospital.

Retired Engineer and Mrs. Michael C. Weinzapfel celebrated their Golden Anniversary October 25. Son Constance is also an engineer and son James is a baggage clerk. . . . Retired Section Foreman Earl Mead had his picture in the newspaper showing him receiving a medal for 50 years of continuous service with the Knights of Pythias Lodge. . . . Nick Sacco, abstract clerk, Phoenix, vacationed in Chicago visiting relatives and friends. . . . Henry Bliss, OS&D Clerk, Phoenix warehouse, vacationed at home enjoying the wonderful weather.

Tucson Freight Station vacationers: Jackie Frazer to New Mexico; Sherrill and Helen Rodgers to San Francisco and San Diego; Ralph Johnson to San Diego where he caught a fish that fishermen really like to brag about; Evelyn Hunter to Tulsa; Ralph Comstock, fishing; and M. E. Garigan stayed home. . . . Best wishes to M. Celaya, cashier clerk, who has been ill. Welcome back to Hazel Hook who has been on sick leave. Hazel and Jim Hook's son, Clinton, is a student at the University of Arizona and is student manager for the varsity football team. . . . George and Hortense Norton have a lovely talented dancer in the family, daughter Patsy.

(Our modest reporter, Evelyn Hunter,

TEN YEARS WITHOUT A REPORTABLE ACCIDENT is the record of the Owenyo Car Department force. Left to right: Laborer Richard Carrasco, Foreman H. J. Canfield, Laborers E. P. Jones, L. C. Robbins, and E. Gomeze.

steno-clerk, Tucson Freight Station, forgot to mention she was one of the winners in a football "pick-the-winner" contest sponsored by the local newspaper. Out of thousands of entries she placed eighth.)

James Farrens, industry clerk, Phoenix, by virtue of his quick thinking, saved a child's life last month. A two-year-old girl had fallen into an irrigation ditch and floated under a bridge. James dashed to the other side of the bridge and plucked her from the swift flowing water as she came by. After applying artificial respiration to the little girl he waited until the fire department came and then quietly left.

SD&AE Railway

Head Reporter: Floy Richmond.

Sam Sering, switchman who was injured in an automobile accident last June, has returned to work. . . . Grace DeCunea, ticket clerk, vacationed at home during Thanksgiving week. . . . Ed Peterson, roadmaster, and family toured Arizona in their new red and white station wagon. . . . Welton Grosdidier, chief clerk to VP&GM, and wife have a new tan car. . . . Ed Leahy, TPA, moved his family to San Diego and they are getting settled in our fair city. . . . Walter Hoesly, asst. car foreman, and wife spent a week's vacation in Colorado. . . . Al Wyttenbach, telegrapher, and wife vacationed in Hawaii.

Shasta Division

Head Reporter: Marjorie D. Calloway, Supt's Office, Dunsmuir. Assistants: Ellen Kafer, R. D. Anderson, Gina George, Dunsmuir; Homer Bissell, Ashland; A. H. Sullivan, Klamath Falls; Harry Wilson, Alturas.

Outdoor activities have slowed and more people are content to sit by the fire. Golf and hunting widows can now see their husbands without an appointment. Vacations are over except for a few lucky ones: Roadmaster's Steno Duetta Soares went to Mexico, Chief Clerk H. H. Schroeder and his wife visited Portland; Safety Supervisor B. E. Miller to Florida; retired Telegrapher R. Zimmerman to New York and Asst. Engineer E. J. VanWormer stayed near home. . . . Chief Clerk C. H. "Hermie" Foster is elated over his son being elected to the office of Circuit Judge in Lake County. . . . Clerks Leonard and Ann Howell transferred to the Portland Division and are now working in Eugene. . . . Agent W. S. McBride was head of the Klamath County United Funds drive and worked hard to make it a huge success.

The Purple Heart (civilian grade) goes to Salvi "Si" Padula, furloughed carman, who was badly burned saving a 15-year-old girl from burning to death. Her dress had caught fire and she was running down the highway when Si saw her. He stopped her flight,

ARTHUR O'KEEFE (in white cap) is congratulated by Western Division Supt. A. S. McCann and other friends on completion of last run as engineer after 48 years' service.

beat the flames out with his hands and then rushed her to the hospital. . . . You'd have to go far afield to find better natured gals than our Dunsmuir switchboard gals. Chief Telephone Operator Geneve Stenyem and Operator Esther Penman. Geneve is president of the BofRC and Esther accompanies her husband Yardman L. E. Penman on his hunting expeditions. . . . Sympathy to retired Train Clerk G. C. Spencer on the loss of his wife, to Asst. Bills Payable Clerk Mary Frunz on the loss of her father and to Clerk H. P. Wilson on the loss of his mother. . . . Anxious to get ahead, these kids are attending night classes in shorthand: Steno's Mary Lee Rausch and Jan Daines, Accident Clerk R. N. Pratt, PMO Operator Gerry Hughes and Clerk-Typist Phyllis Hughes.

Vice Pres. Office, N.Y.

Head Reporter: E. E. Conklin.

Joseph Giordano has taken over the duties of Tom Lawlor, clerk in the Law Dept. Tom has been inducted into the Army. . . . We'd be remiss if we failed to report that the exciting new addition to Tab. Machine Operator Hazel Erhardt's family is merely a little bundle of black rags, at least that is what she is calling her cocker spaniel puppy. . . . Checking up on our busy Steno Frank Markert, who handles our requests for transportation, just to find out how far he goes on a "busman's holiday," we found that he reads all about our travels and then stays home and works around home. . . . A busy fellow these days is Stephen Chervenak, steno, who not only engages in architecture as a hobby (you should see the addition to his home in West Haverstraw, N. Y.) but also does a little politicking on the side. . . . Your reporter has been extra busy this fall too, cleaning up after the notorious storm "Hazel" knocked down some of his best shade trees.

Salt Lake Division

Head Reporter: Hugh F. O'Neil, c/o Supt., Ogden. Assistants: R. E. Stephens (photographer), Ogden; Max Gardenswartz, Sparks; Owen E. Rouse, Ogden; Dorothy Stice, Reno; Mary Dae Fisher, Carlin.

Supt. V. E. Anderson says: "With the Christmas season and the close of another year approaching, I extend to all employes on Salt Lake Division every good wish for a Merry Christmas and a New Year filled with good health and happiness."

Fireman Robert Jones has entered the armed forces; Carman Darrell Lee Nelson and Brakemen Neil Alder and Ken Charlesworth have returned. . . . Clarence Johnson has been elected president, and William Woolsey, secretary, of the Superintendent's Office recreational committee. . . . Welcome to new employes: Loaders Karl Scott and T. F. Finley, Janitor Albert Johnson and Truck Driver J. M. Swenson. . . . Speedy recovery to Conductor W. L. Taylor, Machinist Helper R. A. Dagsen, Baggageman Ralph Weaver, Retired Calculator Operator Myrtle Chapman, Telegrapher L. C. Wirick, Machinists August Benassini, Richard Bradshaw and M. D. Crosby and Fireman Peter Molinet.

Bowling season is underway in Reno with Ed Baroli, M. Bianco, T. Belmont, Gino Ceccarelli, Art Smith, Del Driber, Bill Krecklow and Joe Bugica displaying the SP emblem. . . . Clerk Don Lezer, Claims Agent D. W. Hart, Claims Adjuster Claude Heron, RFE Jess Brown and Chief Clerk Howard Watts were winners of speaker awards from the Ogden Toastmasters Club.

Newly elected officers of Sparks Lodge, Brotherhood of Locomotive Firemen and Enginemen, are R. V. Lamp, president; Rex Norris, vice president; H. L. Walter, recording secretary; R. H. Mayor, financial secretary; A. B. McNabney, local chairman; C. S. Christensen, 1st vice chairman; Roy Norris, 2nd vice chairman, and L. A. Benson, G. T. Austin and A. Allison, trustees.

Charles Robbins came up with a score of 237 in a recent game of the SP Bowling League. . . . Mattie Ballard, chief telephone operator for the OURD at Ogden, retired after 42 years of service. Although Mattie was an employe of the depot company she was well known on our lines. . . . Dean Fausett, son of Water Service Mechanic Frank Fausett, was home on leave from the Air Force recently. . . . Chief Clerk Cal Sloan attended the Legion convention in Washington and also visited Virginia and New Mexico. . . . Clyde Biggs, son of Fireman Samuel Biggs, is now a second-class petty officer in the Navy. . . . Daniel DeGrott has been assigned assistant head timekeeper.

Annual Christmas dinner-dance of the Ogden SP Old Timers Club was held at the Ben Lomond Hotel December 11. . . . Trainmaster J. J. Henderson presided over the division careful car handling and loss and damage committee meeting at Sparks. E. M. Maher, transportation inspector, FPM& SS, was a visitor. This committee now consists of Asst. Master Mechanic J. W. DeSpain, Trainmasters W. B. Knight and R. S. Bunting, Master Car Repairer H. J. Poirier, Road Foreman of Engines J. M. Stout, Asst. Division Engineer J. E. Dakin, DF&PA J. H. Mahan, Asst. Supt., PMT, George Schmall, Traveling Auditor A. H. Wilson, Division Special Agent J. A. Krebaum, Agents M. N. Johnson and H. P. Davis, Chief Yard Clerk E. R. Shields and Secretary C. F. Sloan.

Vacationers include IBM Operator Lorraine Eide to Seattle; Mechanic Stanley Shaw to Chicago; Clerk Michael Gray to Washington; Conductor E. H. Scrogan to Milwaukee, Secretary George Montgomery to Memphis and Conductor Lloyd Preece to Alaska. . . . Promoted to locomotive engineers: Fireman J. S. Mattson, Frank Nancino, Frank Osborne, Alex Pyper, Orson Sant, Donald Schmid, Leland Valentine, Frank Varley, J. C. Wilde, Harold Womack, Edwin Anderson, K. D. Andrus, L. A. Ballingham, Raymond Bell, D. O. Blunk, C. R. Brown, W. F. Christofferson, Harold Clifford, Leonard Cox, M. D. Ellertson, J. L. Gibson, W. F. Goselin, R. G. Hadley and C. S. Hagge. We congratulate them all.

Rio Grande Division

Head Reporter: Tona Prewitt, Supt's Office, El Paso. Assistants: Juana Haight, Douglas; Paul Humphries, Lordsburg; Julia Hassman, Deming; Helen R. Nowell, Carrizozo; Lucie E. Wright, Al Bouchard (photographer), Tucumcari; C. W. Vance and R. D. Stedman, El Paso.

Your reporter, happy to be back on the job, says, "Thank you" to everyone who remembered me with cards and gifts while I was in the hospital. . . . The "mystery" meeting of the Railroad Business Women proved to be an immense success; fifty members were conveyed south of the border by chartered bus where they enjoyed an excellent dinner and visited the Mexican Exposition. Gladys Moore, bond clerk in the Supt's office, had a beautiful painting on display in the Exposition Bldg. . . . Children from the Hughey Grade School were guests of SP recently. Each child was given a ticket and boarded a train for the Upper Valley. It was the first ride for many of the children and they enjoyed it. . . . At the monthly luncheon meeting of the Nat'l. Assoc. of Retired and Veteran Railroad Employes held in November there were

WORLD'S LONGEST STRAIGHT TRACK. *The world's longest stretch of straight track is on the Rullabor Plain in Australia. For 328 miles — a distance equal to that between San Francisco and Dunsmuir — the track is as straight as an arrow.*

more than 80 retired railroad employes; special guests were Messrs. H. O. Sorrels, Whit Mote and J. P. Morris, all retired engineers from the Tucson Division. . . . The Golf Tournament held by the SP Athletic Association was a wonderful success with many wizards winning turkeys. Maude Adair, wife of Supt. W. R. Adair, might give you an argument about the success of the tournament for she was struck by a golf ball. Fortunately, no serious results occurred, other than a headache. . . . A farewell party was given Head Timekeeper C. H. Carlton who retired October 31 after many years of service with the company.

Dining Car Department

Head Reporter: D. D. Doig, San Francisco. Assistants: V. K. Jones, West Oakland; Walter Goertz, Oakland Pier; Douglas Christensen, LA.

General Office: Claus Lindhorse relieved Robert Buddle, manager, Truckee Club House, when he took his vacation. . . . Ann Schroeder, statistician, reports she had a splendid vacation. . . . Office Manager Dave Jacoby took a fast trip to Tucson to visit relatives. . . . George Schultz, special assistant, received instructions in the art of catching red-tail perch. And then watched his instructors go home with two sacks full of the delicious fish, and George—nothing. . . . Manager J. H. Gridley and Asst. Mgr. H. E. Lynch wish everyone a Merry Christmas and another successful year ahead.

Southern District: Welcome to Frank Moore, inspector's helper, who has returned from a siege of illness looking very well. . . . Retired Butcher Sunnie Fillmore, after completing a very successful hunting trip in Utah, invited the commissary employes to a venison dinner. . . . Inspector Pete Derkson has just completed another get-together with our stewards; such meetings can do nothing but good. . . . Steward Don Breen back after a lengthy illness. . . . Messenger Horace Tillette has purchased a bright new 1954 car. . . . Bouquets to Asst. to Supt. Floyd Hamel for winning the gold cup as reward for making the best speech before the SP Gaveliers recently.

West Oakland: When the Oregon State football team came south on the *Cascade*, Steward Sam Miller made the trip so pleasant that he was a guest of the team, sitting on the warm-up bench

SP NEWLYWEDS sample wedding cake at reception following their recent marriage. Bride is former Colleen Jo-An Kelly, steno, West Oakland Stores; groom is Lewis Aikman, mechanic, MofW garage, Western Div.

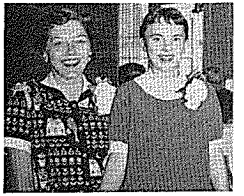
at the Cal-Oregon State game. . . . Steno Margaret Meyer has finished jury duty at Superior court. . . . When retired Second Cook Lewis Clark was ill recently and needed eight pints of blood, his co-workers on the dining cars gave the blood happily. Lewis is much improved. . . . Earl Nicol, assist. to supt., was injured in an automobile accident and is now in the General Hospital.

Pacific Fruit Express

Head Reporter: Timmy Walsh, SF. Assistants: Fred Holladay, Car Dept., Colton; David Santiago, Car Dept., LA; Guy Lawrence, Tucson.

Dear Santa Claus: It's about that time again, so open up your heart and hands. . . . To jovial Dick Leverone, send PCL pennants for the Oakland Oaks. . . . Deliver our congratulations to John Baumann on the occasion of his engagement to lovely Lea Knobloch. . . . Marguerite Ayes wants that thrilling Spring picnic she has been planning for years. . . . To those whose houses need painting give a peachy paint job, just like the one Tommy and Bonny Brosnan did on theirs. . . . Don't overlook that $1500 emerald ring Elizabeth Straub has her heart set on. . . . Tab Don Brinckmann for some more pink shirts and plaid vests to add to his classy collection. . . . And how about another 2 weeks in New Mexico to our "all outdoor" girl Lois Ferguson who "simply loves that there Yucca State." . . . Don't be surprised to find four stockings hanging on the fireplace at Del Gilkison's place, Santa. You see, he just got married.

Put that oh-so-proud fisherman Bill Allen down for another fishing medal. . . . Please cook up some more smorgasbord for Walt Peterson's "Swede" tooth. . . . Will Hollis, winner of an Irish Sweepstake consolation prize, says we're ripe around here for a $150,000 horse. Do you agree? . . . In line for a lawnmower and garden implements for his new Sunset home is our head reporter (you have been notified of the change of address by his son, Tommy) . . . To Kay Coffee, ship more of her priceless ingredient — humor, ostrich feathers and all. . . . See that "those who live and love" in Esther Campbell's hometown of Joplin, Mo. don't see this month's Holiday magazine with its beautiful photo of Esther captioned "typical Californian." In case they do see it, paraphrase Shakespeare, "It's not that she loves Missouri less but that she loves California more." . . . Talking of home towns, Supt. H. S. Cook, returned from Baltimore, would jump at a chance to repeat the trip in '55. The same goes for Colton's Al Canavese and Art Commare back from a sojourn in their native Italy. . . . Make sure those currently in sick bay, Frances Linden, A. J. Mello, G. W. Mountford and Millie Tedrow, enjoy the best of health in the future. . . . Also, kindle in our wonderful PFE folk everywhere the urge to send us more and more news. Keep this column alive in '55! And to one and all, Santa, give our wishes for a very Merry Christmas and a Happy New Year.



MOTHERS-TO-BE Betty Long (left) and Jeanne Leoncini were honored at a shower in the General Office Tea Room by their associates in the General Auditor and Asst. Gen. Auditor's offices, SF.

NEW APPOINTMENTS

OPERATING: **D. P. Boykin,** to terminal supt., LA Div., headquarters Los Angeles; **J. P. Griffin,** to system examiner; **F. G. McMillan,** to asst. system examiner.

STORES: **C. E. Ruppel,** to district material supvr., LA Gen. Stores.

TRAFFIC: **Charles Kelly,** to asst. agent, Central Travel Service Agency, LA; **J. R. Gunn,** to chief clerk, District Freight & Passenger Office, Stockton; **O. A. Klamroth,** to special assistant in office of Vice Pres., System Freight Traffic, SF; **M. J. Hurley,** to office manager, Freight Traffic Dept., SF; **R. C. Hudson** and **W. H. Schulze,** to acting assistant general freight agents, headquarters SF; **J. H. Mulcahy,** to asst. industrial agent, and **Albert Anderson,** to chief clerk, Industrial Dept., SF.

MARRIED & ENGAGED

Married: **Alverda Wiechert,** car clerk, Phoenix Freight Office, Tucson Div., to Richard F. McFate; **Robert M. Irwin,** lift truck opr., Phoenix, Tucson Div., to Doraldeane Jenkins; **Carole Behnke,** clerk, 5th & Kirkham Freight Station, Western Div., to George Basarich; **Bettye Thorne,** steno-comptometer operator, W. Oakland General Stores, to **Jack Menjoulet,** trainman, Western Div.; **Anna Leavitt,** clerk and *Bulletin* reporter, Los Angeles Div., to George Graham; **Phillip Weitzel,** brakeman, San Joaquin Div.; to Betty Schroeder; **Esther McGerry,** clerk, Aud. Frt. Accts., SF; to James Payton; Timekeeper **E. L. Page** to IBM Operator **Lola Hedrick,** both of Rio Grande Div.; **Robert Anderson,** system lineman, Communications Dept., to Patricia Wilson.

Engaged: **Frances Gorman,** Supt's Office, Coast Div., to **Dr. William Brimer; Kent Campbell,** telegrapher, Portland Div., to Mary Eckleberry; **Joy Bausman,** clerk, Aud. Frt. Accts., to Ronald Hartley; **Shirley Hallbronner,** Aud. Frt. Accts., SF, to Richard Smith; **Nancy Nelson,** steno, Motive Power Dept., SF.

BORN

Sons to: **Sid Porter, Jr.,** deliveryman; **James Lane,** caboose suppliyman, both of West Oakland General Stores; **Elmer Smith,** lineman, Yuma, Communications Dept.; **V. W. Mulford,** fireman, Los Angeles Div.; **Dave Nelson,** office engineer, PMT; **A. V. Rodriguez,** foreman, Richmond Transfer, Western Div.; **A. J. Gonyer,** yardman, Coast Div.; **Calvin Bryant,** yardman, Rio Grande Div.: **Don Lash,** agent, Portland Div.; **Edna Griffith,** Aud. Frt. Accts., SF; **Jack Murphy, Joe Bini,** both of Freight Claims, SF; **John Sens,** rodman, Los Angeles Division.

Daughters to: **Steve Markalis,** extra clerk, Phoenix warehouse, Tucson Div.; **Josephus Lewis,** laborer, Ogden, Salt Lake Div.; **John Sousa,** clerk, Aud. Payroll Accts., SF; **Jim Muldowney,** Freight Claims, SF; **Tommie Mullins,** asst. engr., Los Angeles Div.; **E. W. Skersies,** clerk, **J. F. Crivella,** clerk, both of Portland Div.; **Vasco DeLucca,** traveling mail space acct., Mail & Express Traffic Dept., SF; **M. Cabral,** boilermaker, West Oakland Roundhouse; **Glenn Trussell,** yard clerk, Coast Div.; **Larry Varner,** brakeman, Western Div.; **Howard Cissner,** fireman, Los Angeles Div.; **Paul Winkler,** prntr. mach. opr., Los Angeles, Communications Dept.

RETIRED

TUCSON DIVISION: **Rodolfo Balderrama,** boilermaker helper; **Jesse Fountain,** freight carman; **Angel Manellas,** machinist; **Curlie Reager,** yardman.

SHASTA DIVISION: **Clarence Kinney,** signalman; **Russell McMullen,** yardman; **Estelle Mottram,** telegrapher; **Henry Ristine,** roundhouse laborer; **John Sixco,** stationary fireman.

SAN JOAQUIN DIVISION: **Christ Vlahakis,** carpenter.

SACRAMENTO DIVISION: **Harvey Bell,** electrician; **Charles Blue,** clerk; **George Burchard,** asst. chief clerk; **Frederick McDonald,** brakeman; **Joseph Sabatowiez,** carman; **Alonzo Spillman,** janitor.

RIO GRANDE DIVISION: **Santiago Carpio,** machinist; **Manuel Chavez,** machinist helper; **Eulogio Duran,** carpenter; **Robert Hall,** head clerk; **Blas Sanchez,** track laborer; **Luis Sisneros,** stationary fireman; **Adolph Stoy,** clerk; **Charley Winters,** water service foreman; **Adolph Wrobel,** blacksmith.

LOS ANGELES DIVISION: **Ralph Irvin,** agent-telegrapher; **Selman Long,** clerk; **Archie Richter,** yardman; **Robert Ridgway,** telegrapher; **Charles Worrell,** timekeeper.

SALT LAKE DIVISION: **Clinton Ashby,** boilermaker; **Myron Crandall,** machinist; **Egisto Di Pietro,** carman helper; **Joseph Guinan,** carman; **Clarence King,** electrician helper; **Michael Naughton,** car foreman; **Celedonio Zaragoza,** section laborer.

COAST DIVISION: **Neil Anderson,** machinist; **Nick Bacich,** carman; **Arno Brown,** locomotive engineer; **James Crowley,** clerk-baggageman; **Francisco Espina,** machinist helper; **Homer Galloway,** passenger carman; **John Gitzler,** machinist; **Paul Karas,** freight carman; **John Manteufel,** clerk; **Frank Modesti,** car laborer; **Michele Pinna,** crossing watchman; **Silvio Quaranta,** clerk; **Reno Ranieri,** crossing watchman; **Leonard Wall,** crossing watchman; **Marin Yadrich,** machinist.

PORTLAND DIVISION: **Walter Branch,** car inspector; **William Burks,** agent; **Fred Frederiksen,** locomotive engineer; **Joseph Harden,** freight carman; **Harvey Long,** telegrapher-clerk; **Fred Newell,** agent; **Harold Padden,** yardman; **Michael Serrano,** clerk; **Ross Shriber,** carman.

WESTERN DIVISION: **John Bancalari,** machinist; **William Bibbs,** yardman; **Edward Brooks,** red cap porter; **Raymond Caray,** machinist; **Antone Dilo,** labor foreman; **Domenic Fanelli,** boilermaker helper; **Joseph Forshee,** B&B carpenter; **Margarito Garcia,** crossing watchman; **David Glock,** conductor; **Conrad Larson,** conductor; **Anton Lendich,** passenger carman; **Frank Puligneri,** carman helper; **John Raudio,** conductor; **Rocco Reitano,** head file clerk; **Hodgen Trimble,** electrician; **Frank Val Geel,** B&B carpenter.

LOS ANGELES STORES: **Ernesto Cadena,** welder helper; **Artie Grooms,** storekeeper.

LOS ANGELES SHOPS: **Gust Anderson,** freight carman; **Claude DeWolfe,** passenger carman; **Fred Everett,** machinist; **Frederick Wilde,** personal record clerk.

SACRAMENTO SHOPS: **Fabijon Cvitan,** boilermaker helper; **August Eklof,** machinist; **Charles Huested,** sheet metal worker; **Oliver Olmstead,** pass. carman.

EL PASO STORES: **Louis Hughes,** section stockman.

DINING CAR DEPARTMENT: **Gregorio Silva,** news agent; **Katie Pousson,** flat work ironer helper; **Louis Clark,** cook; **McClinton Davis,** chef.

MISCELLANEOUS: **Glenn Shackelford,** traveling passenger agent, System Passenger Traffic, SF; **Louis Brasher,** welder, Engr. McFW&S; **Asa Browne,** insurance clerk, Aud. of Payroll Accts.; **James Cooper,** chief clerk, Aud. Equipment Serv.; **Elsie Egnel,** clerk, Aud. Equipment Serv.; **Sanford Tichner,** appropriation clerk, MP; **Domenico Vitucci,** janitor, all of General Office, San Francisco; **Braulio Estrada,** stationary fireman, Wood Preserving Plant, Alamogordo; **Bernice Platt,** service clerk, Freight Traffic, Portland; **William Quinlivan,** electrician, LAUPT.

W. L. BEANLAND (shown at left end of table with Mrs. Beanland) was honored by friends in the Local Freight Office, Stockton, where he retired as assistant agent after 42 years' service. A true railroader, Beanland plans to do a lot of traveling now that he's retired.

DIED

WESTERN DIVISION: **Edward Mainwaring,** locomotive engineer; **Lawrence Fisher,** tie loader; **Merejildo Gamilo,** track walker; **William Halliday,** carman. Pensioners: **John York,** brakeman; **Phillip Williams,** chief engr. Stmr.; **Archie St. Ledger,** conductor; **George Miller,** yardman; **Edwin Merritt,** station agent; **Manuel Medina,** 1st officer, Stmr.; **Michael McCann,** crossing watchman; **Harry Karcher,** cashier; **Thomas Jensen,** ship carpenter, Stmr.

COAST DIVISION: **William Curtain,** tractor operator; **William Rich,** orderly, Gen. Hosp.; **Frank Sappers,** engine insp. Pensioners: **William Allen,** carman helper; **Frank Anderson,** crossing watchman; **Walter Bradford,** conductor; **William Clouette,** conductor; **John Farley,** locomotive engineer; **Joseph Goodwin,** asst. chief clerk; **John Luini,** section foreman.

SAN JOAQUIN DIVISION: Pensioners: **Chaster Gillespie,** locomotive engineer; **William Nail,** signalman; **William Perrin,** carpenter; **Gust Pulos,** crossing watchman; **Harold Woodruff,** locomotive engineer; **Lawrence Brown,** telgr.

SACRAMENTO DIVISION: **Roberto Perez,** section laborer; **L. J. McDermott,** engineer. Pensioners: **William Hughes,** signalman; **Denis Riordan,** car inspector; **Cruz Valles,** section laborer.

LOS ANGELES DIVISION: **Robert Gutierrez,** carman; **Jose Gonzales** stevedore; **Pedro Morale,** stevedore; **John Miller,** general yardmaster, Colton; **James Redding,** check clerk; **Robert Swinford,** yardman; **James Van Sickle,** carman helper. Pensioners: **Patrick Coyle,** station agent; **William Davidson,** locomotive engineer; **Allen Gulseth,** car inspector; **John Herman,** conductor; **William Phillips,** yardman; **John Soder,** agent.

SHASTA DIVISION: Pensioners: **Antone Hilly,** locomotive engineer; **Charles Miers,** pumper; **Angel Valenzuela,** turntable operator.

TUCSON DIVISION: Pensioners: **James Abbott,** ticket clerk; **Celso Vautista,** boilermaker helper.

PORTLAND DIVISION: **Valentine Linzelback** and **James Watkins,** section laborers; **Matt Laue,** carman. Pensioner: **Joseph Adams,** blacksmith helper.

RIO GRANDE DIVISION: **R. P. Clayton,** conductor; **W. F. Sullivan,** yardman; **Homer Deen,** section foreman; **Steve Frank,** extra gang laborer. Pensioner: **Charles Dixon,** section foreman.

SALT LAKE DIVISION: **William Tovey,** draftsman; **John Gomez,** track walker. Pensioner: **John Besant,** yardmaster.

MISCELLANEOUS: **A. R. Van Booven,** switch foreman, SD&AE; **Ray Doering,** engineer, car refrigeration, PFE, SF. Pensioners: **Melvin McGregor,** passenger carman, LA Shops; **Pietro Sulli,** wheel roller, Sacramento Stores; **Richard Atkinson,** store attendant, West Oakland Stores; **George Dawson,** waiter, Dining Car Dept.; **Albert Geissler,** longshoreman, SPSS Lines; **Vance Hawkins,** iceman laborer, LAUPT; **James McAdams,** supvr. of boilers, NWPRR; **William Provines,** locomotive engineer, NWPRR; **George M. Bryan,** clerk, Aud. Frt. Accts., **Nellie Leonard,** telephone operator, SF.

The Season's Best